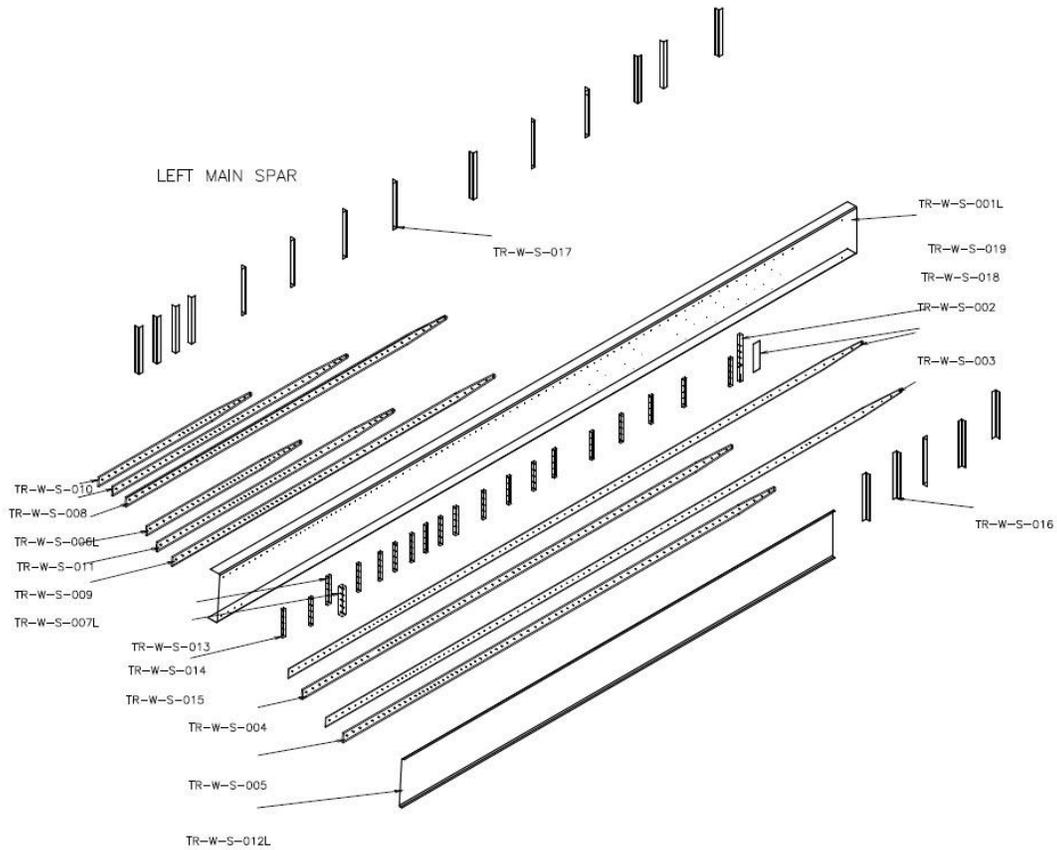




Team Rocket Newsletter June 19, 2020

**In this issue:**

- Sport wing spar assemblies available - taking orders now!
  - That unavailable aluminum angle.... we have it now!
  - Indy type engine mounts available for HR2.
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  - Using the forum - PLEASE USE THE FORUM!
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## PRE-BUILT SPORT WING SPARS AND CENTER SECTION BULKHEADS!!!

In the previous newsletter we announced that Phlogiston Products will be producing brand new, anodized and riveted F1 Sport wing spars and center sections. If you've not heard of Phlogiston Products, they have made virtually all of the pre-built spars for nearly all of the Van's RVs flying today.

We are taking deposits now to hold your position in the queue. Final price is still TBD, but we expect that the final price will be in the \$4000 range.

This would include the F1/F4 center section, aka the #4 bulkhead, and the gold anodized spar assembly, with fully riveted components.

We are looking at also producing the rear spars, but haven't finalized that yet. Those details to be announced when they are known. We hope to be able to ship the rear spars with the main spars. Just the shipping savings alone make this a worthwhile goal.

We have a limited number of slots available from the first batch of 12. Contact Vince, via email please, at [vince@f1aircraft.com](mailto:vince@f1aircraft.com). A \$3000 deposit will reserve your slot.



### **That unavailable aluminum angle.... we have it now!**

For MANY months it has been nearly impossible to find **3/4"x3/4"x1/16" 2024-T3 angle**...which is necessary to make the fuselage stringers, floor support angles, and many other important parts of the airframe.

Well, we've got it now. 12' lengths only. 5 pcs are required for a typical F1/F4 fuselage. Price is \$3.75/foot, for comparison, or \$45/12' stick.

Shipping excluded. We typically put these in a PVC pipe for shipping. Contact Vince at [vince@f1aircraft.com](mailto:vince@f1aircraft.com)

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### **F1 ( aka Indy mount) engine mounts available for Harmon Rocket 2**

Tell your Harmon buddies! Mark Frederick is producing F1 type (aka the Indy mount) engine mounts for the Harmon Rocket 2s. These use the proven tapered socket gear leg retention system. The wheels are moved slightly forward (approx. 2") compared to the HR2 standard engine mount. This helps prevent any tendency to nose over.

The new mount will require new titanium gear legs. Sure, it's a bit pricey, but still **WAY cheaper than a new prop and engine tear down** if you were to nose over your HR2.

Contact Mark Frederick at [f1boss@gmail.com](mailto:f1boss@gmail.com)

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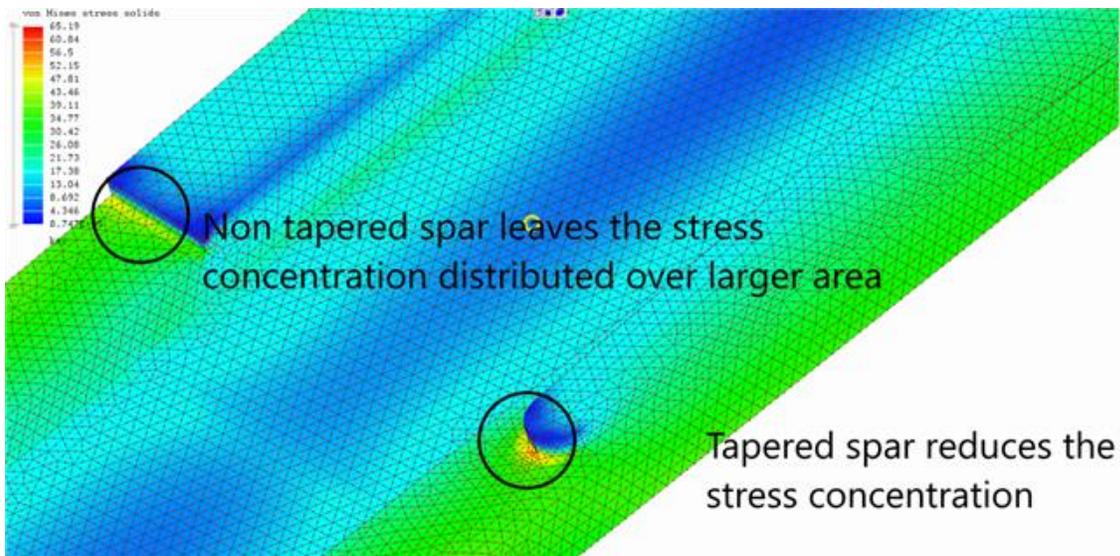
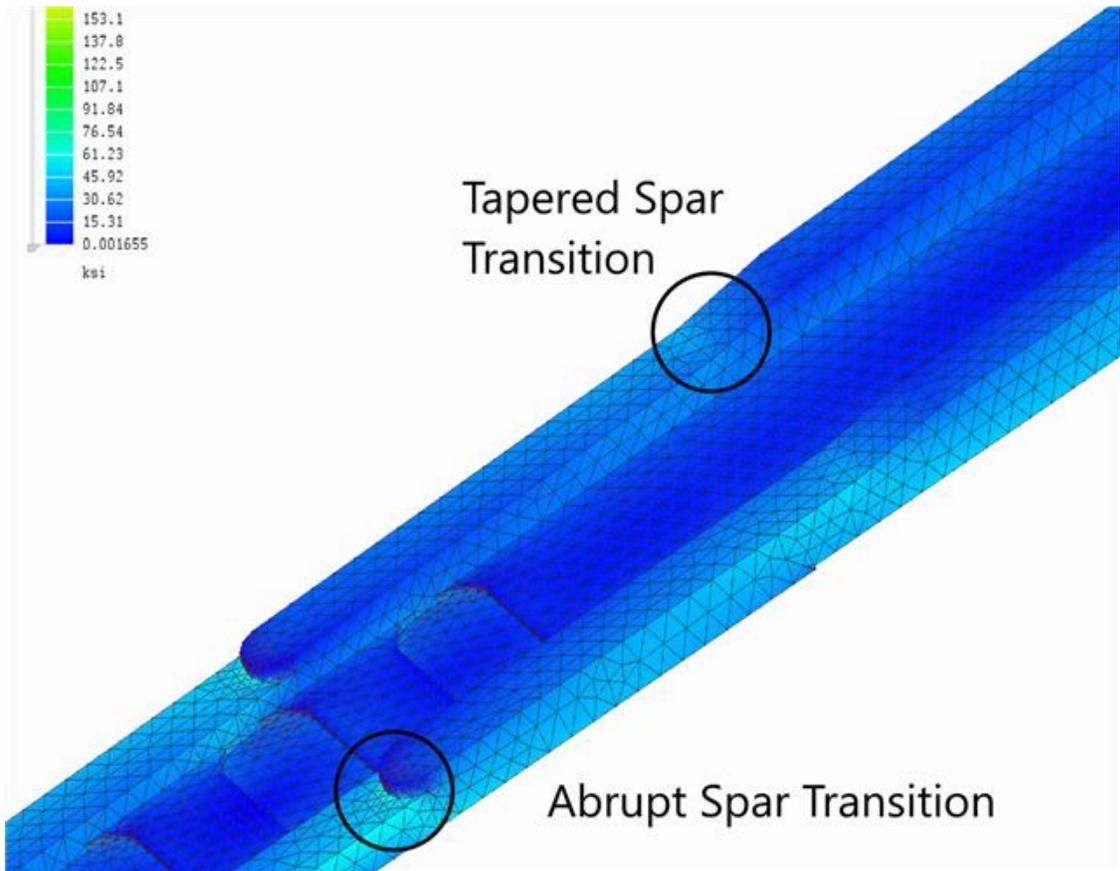
### **Tapered wing update**

We are hopefully nearing the end of the form block fabrication. Several test blocks have been made and we've got a few piles of smashed aluminum to show for it. We can even show you several ways to NOT make a suitable part. Sigh...

Some of the blocks are shown above, during the multi-step fabrication. Along with some guide templates used to verify the blocks.

As mentioned in the previous newsletter, Phlogiston is gearing up to produce these spars also. We'll let you know when (if) they become available. There's a lot of construction and testing still to come.

We hoped to have some parts to show by Oshkosh 2020.... but no Oshkosh 2020 this year! Stupid virus. Dang \$&@# stupid !\$%\*ing virus. Stay healthy out there!!



One

of the best things about building stuff is that it is impossible not to learn new and interesting things. While doing the engineering for the new tapered wing, we drew dozens, maybe hundreds, of variations, then ran FEA on them. (Full disclosure... I can barely even spell FEA correctly - Vince).

FEA is "finite element analysis" and is a tool that engineers use to find out where stresses are likely to occur. Above are a couple of random FEA screenshots, not intended to show anything specific to the new wing, just to show some of the powerful things that modern CAD software

can do. The hard part is that a human still must decide what information is valid and what is just noise. In general, blue is good, and red is bad. Now, where can we shave weight and where does it need to go?

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#### **Dropbox info folders reminder:**

The empennage manual, and loads of other information, may be found on our Dropbox info cache folder: [Dropbox photo and info cache](#)

*Kindly keep the dropbox link to yourself. If it gets hacked, or encounters bandwidth issues, I'll move it all to a much less accessible place. I suggest that you periodically download a copy to your PC and access it offline.*

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#### **PLEASE USE THE FORUM**

*I want to take a minute to remind everyone that we do have a [Team Rocket forum](#). I'd really like for general questions to be posted to the forum.*

If you have a time-critical question, you are welcome to contact me, preferably via email. As a last resort, you can use the telephone. If I can, I'll answer.

Never, ever send me a text. Nothing ever invented wastes more time than texting.

Thanks,  
Vince

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## **CLASSIFIED ADS**

The classified ads are a free service. You are responsible for any transactions you may make. Team Rocket and Frazier Aviation do not endorse, approve, disapprove, or do any background checks related to these ads, though we do reject any that aren't Rocket related.

**Currently there is a nice 2003 F1 Rocket for sale, a nice HR2, a Lightspeed ignition system for a Lyc. IO-540, a Hartzell 3-blade prop for a Lyc. IO-540, and an RV-4 tail kit. Please check the website for more details.**

<https://www.f1aircraft.com/category/classifieds/>

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Until next time, fly safely and build on!

Thanks,

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or **1-888-F1AIRCRAFT**

[www.flyboyaccessories.com](http://www.flyboyaccessories.com)

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