Team Rocket Newsletter February 18, 2021

In this issue:

- Tech tip: Getting the rudder horn properly aligned.
- Tech tip: Drilling the trailing edges.
- Tech tip: Using VHB tape when riveting the trailing edges or other areas.
- Almost useless trivia... unless you need it! FAA aircraft identifier for the F1s.
- Stuff for sale - new product! 4 into 1 F4 exhaust
- Stuff for sale - complete Mk3 empennage
- Stuff for sale - F1 or F4 fuselage at the QB stage
- Stuff for sale - complete and flying F1 Rocket, C-FUFI
- Stuff for sale - NOS Cleveland brakes
- Stuff for sale - Lightspeed Plasma 3 ignition
- Stuff for sale - Clinton-Smith cowl
- Stuff for sale - Hartzell 3blade prop - for IO-540
- General updates - pretty much unchanged from last month, but browse them anyway!

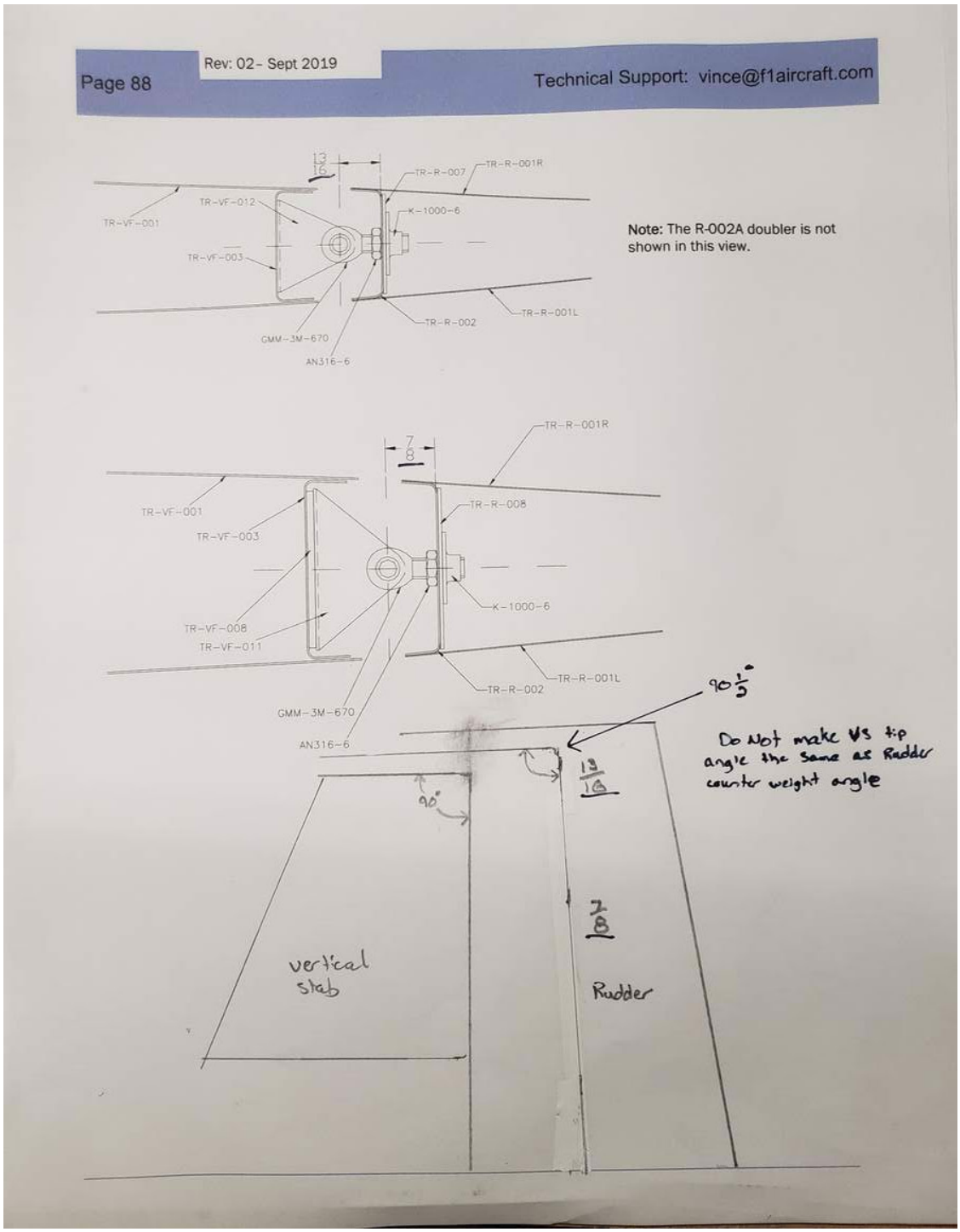
Links on this page:

Rudder
Empennage Wiring
Rear Access Panel
Empennage Fairing

Rig/Final Assembly

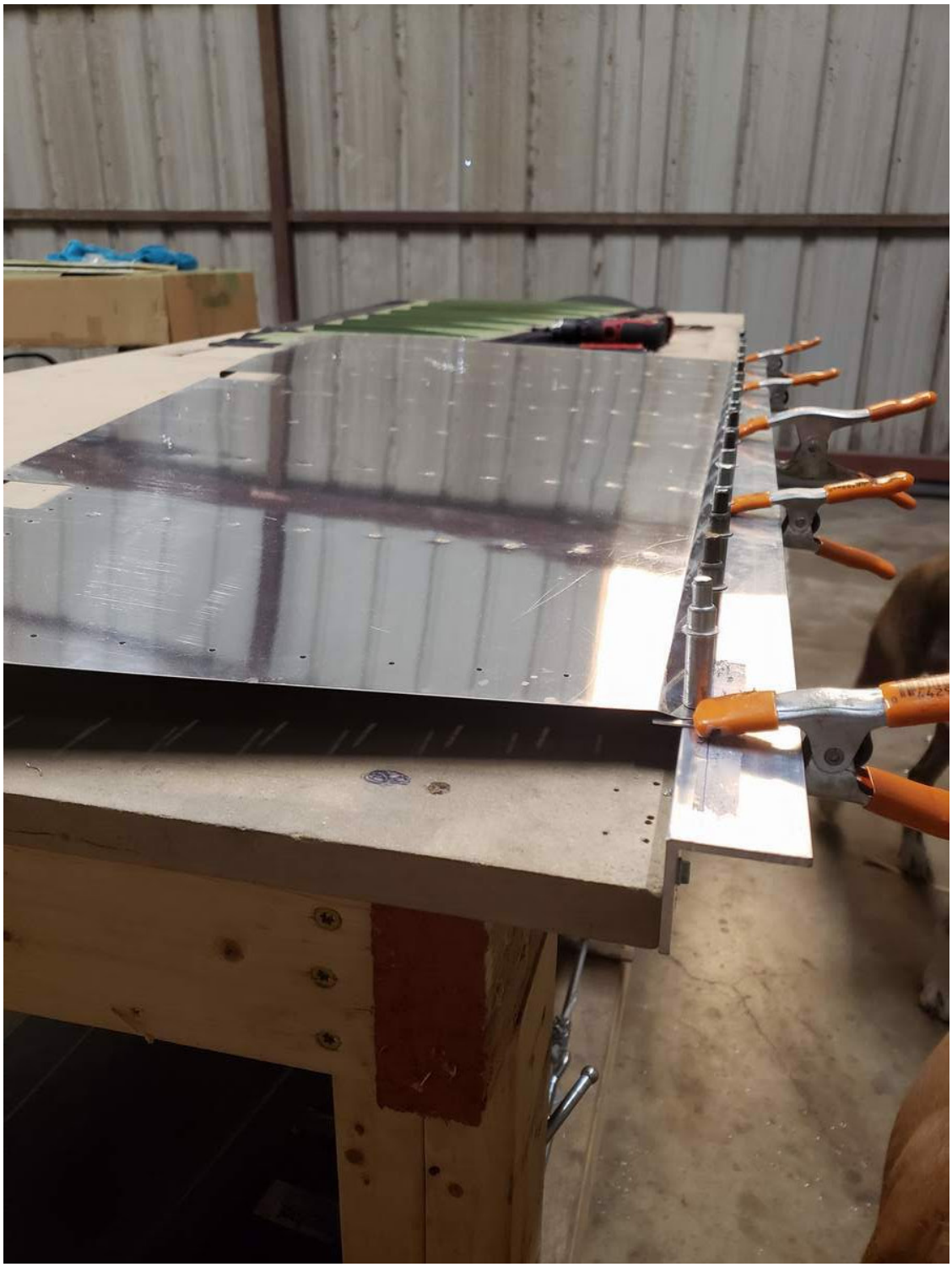
Rudder

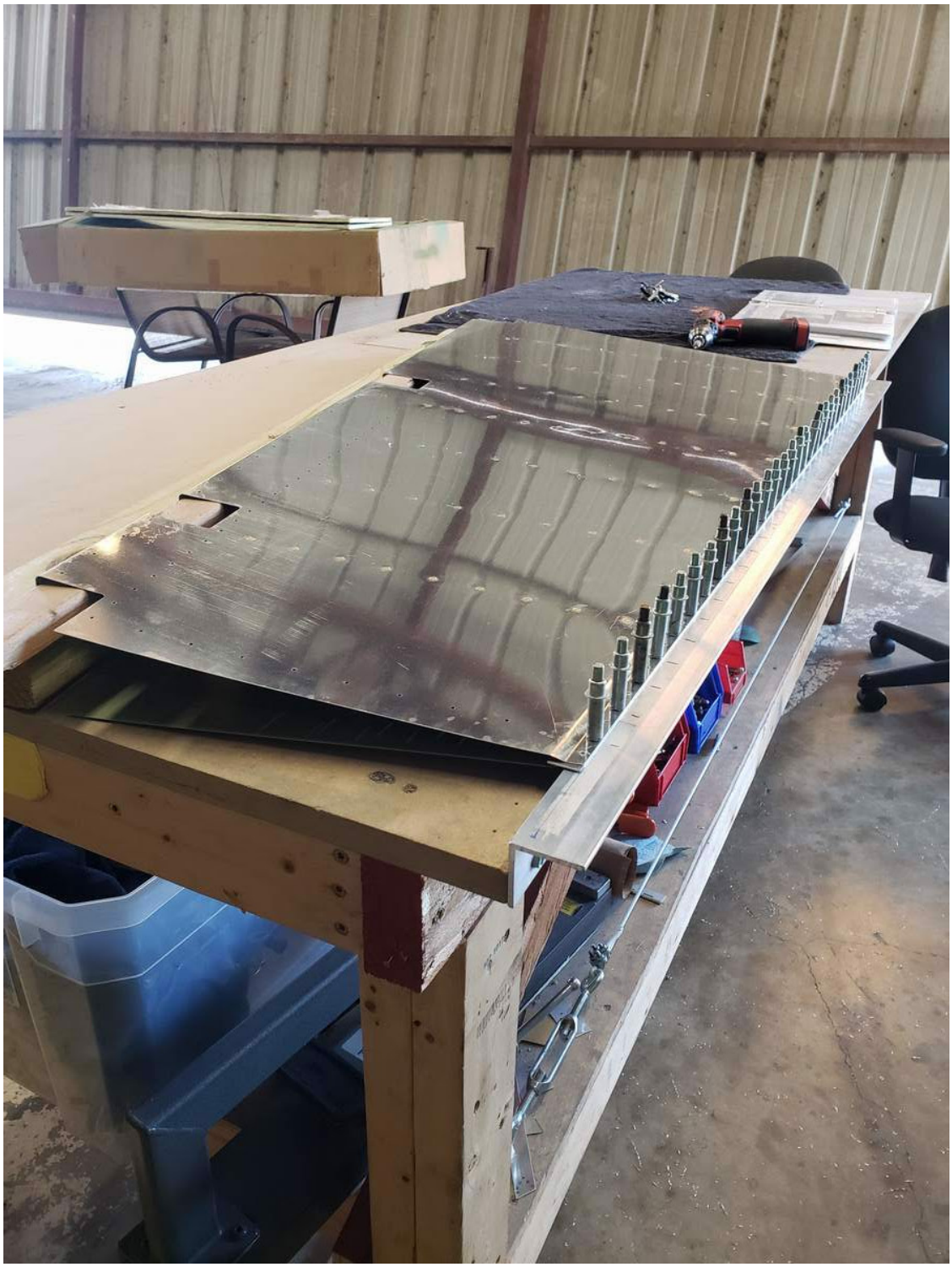
I have probably spent more time trying to rig the rudder than it to
did not fit very well. I spent a lot of time trimming the skin where
I had to trim so much to get it to fit, that I had to move the balar
also had a difficult time determining the right distance of the bea
too close. After a bunch of trimming and fiddling, I arrived at a fi
airframe, the bottom skin required some significant trimming. I
rib. This got me an initial fit, but the bottom of the rudder is wi



Tip #1) Al Mullenbach reports:

With m *y lack of thinking ahead, I made both angles the same. Hopefully this diagram helps make sense. Due to the rod ends at different lengths, the the vertical fin spar and rudder spar and not perfectly parallel to one another if assembled correctly. Check out the lower rivet edge distance on the counter balance horn on Pflanzer's. I could have trimmed into the rib to get that much trimmed away and it would work, but would rather make it right.*





Tip #2) Al Mullenbach reports:

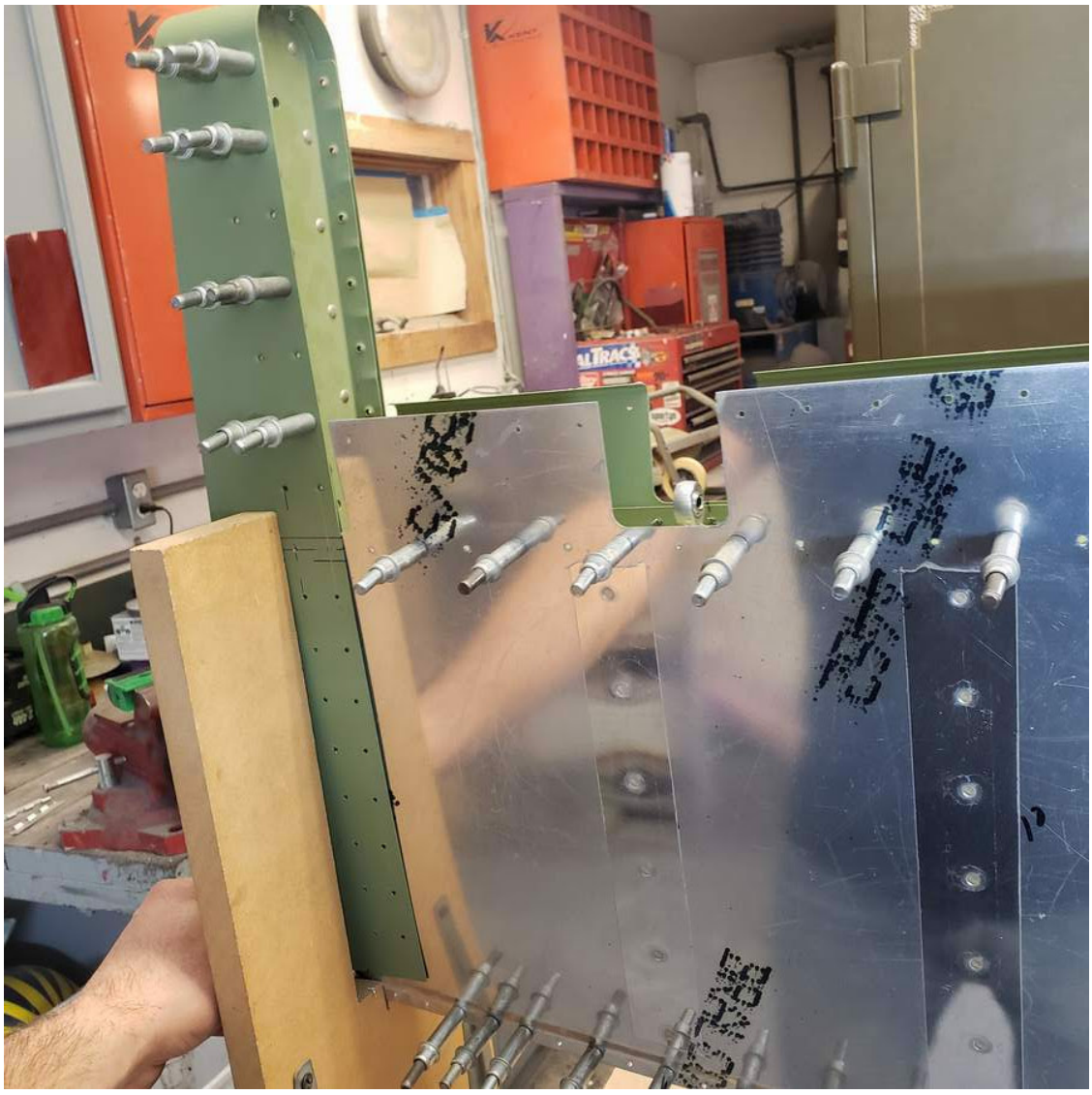
Step 1 *screw 1 1/2"×1 1/2"×1/8" aluminum angle to the side of the bench top so it sticks up 5/8"*

Step 2 *place doubler down and skin face up on the EDGE of the aluminum angle*

Step 3 *drill skin to doubler and continue to drill through the 1 1/2 ×1 1/2× 1/8" using #42 drill bit which seems to match the prepunched hole size*

Step 4 *lay the second skin face down then the doubler then first skin face up and cleco together to the aluminum angle*
Step 5 *match drill the 3 pieces together to #40 .*

KENT
EL 2



Tip #3) Al Mullenbach reports:
*Use 3m double stick tape, part number **F9460PC VHB**, the same tape Vans recommends for a Proseal replacement for aiding in riveting the trailing edge assembly.*

Works great for holding parts together like NAS 1097AD3 keeper rivets.

For example, pre drill counter weight skin to #42 first then assemble by simply sliding over elevator skin for drilling with confidence.

Almost useless trivia?
What is the aircraft identifier that the FAA recognizes for the F-1 Rocket for filing flight plans? Well, Paul Beiter found it. It's **TRF1** Write that down somewhere in your logbook.

We are now offering a stainless steel 4 into 1 exhaust system for the F4 Raiders. The single exhaust pipe takes up far less space in the lower cowling outlet than the 4 pipes that were on the test aircraft previously. Initial temperature data showed that the increase in effective cowling outlet area reduced the CHTs. And the 4 into 1 exhaust sounds good. Contact Vince if you need one!

There seems to be a lot of items for sale this month. Check them out! Below are a few of the items currently for sale at: https://www.f1aircraft.com/category/classifieds/
You'll have to visit the website for details as there is way too much to list here.

Yes, that is a QB fuselage, nearly ready to go to its new home. Act fast!

TIN
GREMLIN

17
18
19
20

Various items for sale at: https://www.f1aircraft.com/category/classifieds/

General updates: Super condensed version.

- The next batch of tail kits should arrive around April 1. No fooling.
- There are a few slots, very few, left for a Phlogiston wing spar and center section. We've had some serious delays due to Covid, wildfires in Oregon, and other snafus, but the first center sections are finally shipping to anxious builders. The front and rear spars, which are all but complete, will ship soon.
- We've made a few sets of partially pre-punched fuselage skins and got them out to a few beta-builders. If, and that's a big if, they work out, we'll offer them to others ASAP.
- We teased this previously, but the first batches of main, nose, and tank ribs for the Sport wing are going out to the first builders. Combine this with the Phlogiston

spars and center sections and you're getting danged close to having a complete Sport wing set. Do us a favor and let us know your level of interest. Emails appreciated! vince@f1aircraft.com

- The new tapered wing work continues. Materials to build the first prototype spars are here now. The leading edge fixtures are completed and ready for parts to start going into them. Still no promises being made, but we hope to have something to show at Oshkosh this year. EAA says there will be a show. Woot!

Sport wing ribs: Top view

Bottom view

Until next time, fly safely and build on! Read the Dropbox info, and when you can post stuff to the forum.

Dropbox info
cache: https://www.dropbox.com/sh/58yedmg0yhereke/AABIId5ts4S5YWnRwFT34vDua?dl=0

Thanks,

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