Team Rocket
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Team Rocket Newsletter February 16, 2022

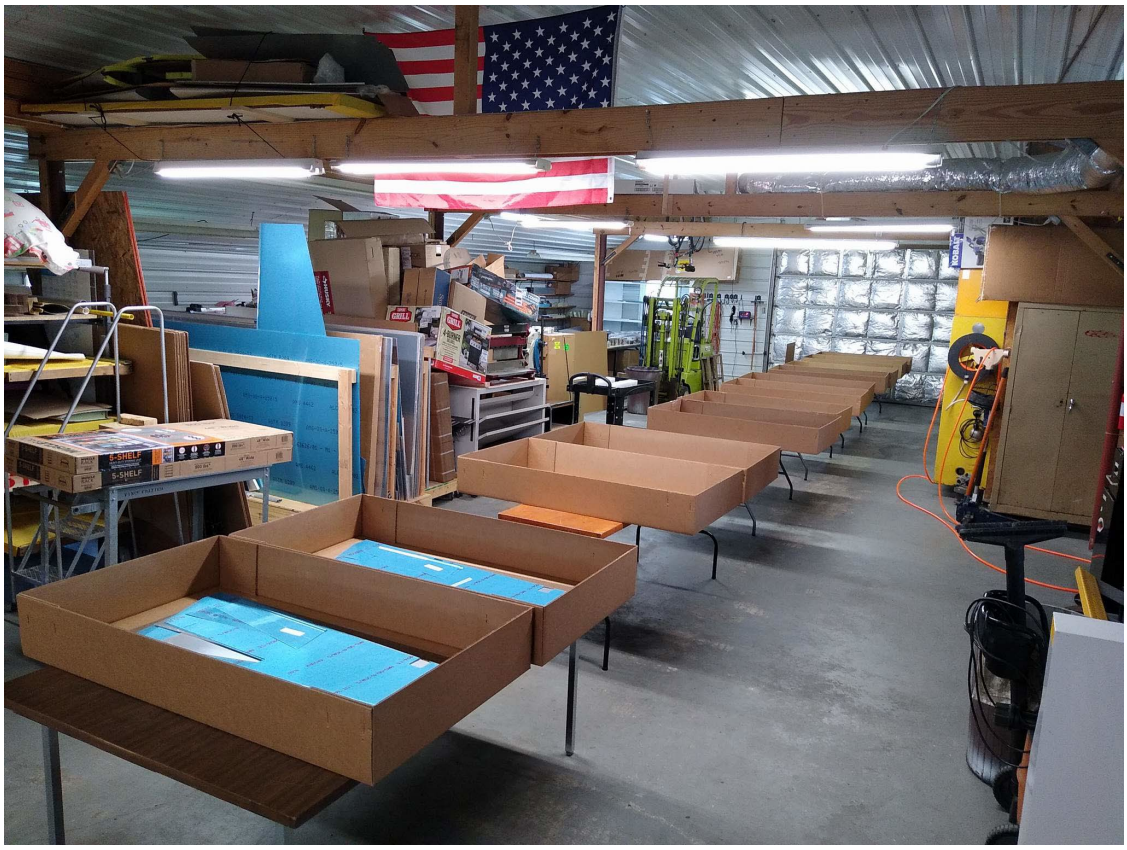
In this issue:

- *VERY IMPORTANT NEWS* - shop move coming up soon!
- Team Rocket opportunity?
- New canopy option?
- Classified ads - RV-4 wings for F4 Raider use

IMPORTANT NEWS:

This has been announced twice already, but it will have a big impact on our operations in 2022, so I'm leaving it at the top of the newsletter.

We're going to be moving our entire operation about 200 miles north. This isn't going to be quick or easy. We'll definitely have some periods where we won't be able to supply parts in a timely fashion. There are no firm dates yet, but we expect to begin moving sometime around mid-April 2022. In the meantime, I am hoping to sell a few of the items listed in the classified ads below... 'cuz I don't want to move them!



Team Rocket opportunity?

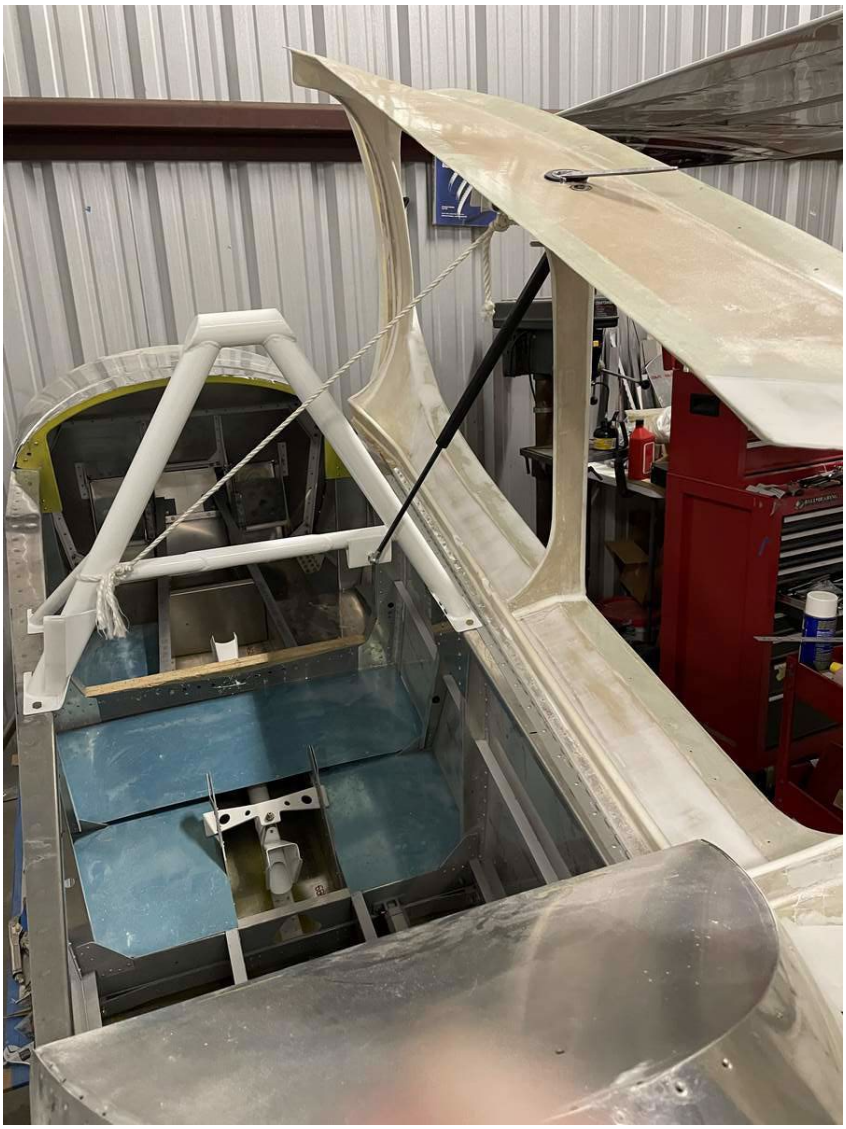
This was also discussed previously. I have a couple of updates to add.

I've been shepherding the Team Rocket parts production along since 2016, with help from Mark and Cheryl Frederick, and a lot of great vendors.

What I'd like to do is to find the **right people** to step in and take over many of the daily production chores. I'd continue to work with them, but I want to concentrate on getting the new F-wing tapered wing into production. It's really hard to do all of these things at the same time, not to mention, building a new house and shop concurrently.

A relatively modest investment would be required, depending on what type of "team" we come up with.

NOW THE GOOD NEWS: We have a small group of interested persons having discussions right now. There may be room for one or two others. If that's you, don't delay, contact Vince and we'll discuss it further.



A Showplanes canopy on an F1 Rocket?

Ted Harrison is using a Showplanes canopy kit, normally installed on a Van's RV-8. This appears to be a viable option for those, like me, who prefer a tip over canopy.

The Showplanes kit comes in sections and the F1 fuselage is close enough to RV-8 size that adapting it is possible. Ted is using the RV-8 Plexiglass also.

The Showplanes kit has many nice features, including a robust latching mechanism, gas strut, and some fitting tricks that make the canopy fit down flush to the airframe.

Ted modified an RV-4 roll bar to fit his F1 fuselage. I feel like this is a very good safety upgrade, certainly one that is worth considering.

Visit the Showplanes website for more info. https://showplanes.com/

FOR SALE: RV-4 wings:

Several years ago I bought a set of RV-4 wings, intending to put them on my F4. Things changed and now I intend to put the new FX tapered wing on instead. That means that I have a nearly completed set of wings, along with the control surfaces, to sell. Overall, the workmanship appears quite good.

I had done some work to convert the center section, but more work remains, such as moving the root rib, tank flange modifications, and (probably) building new tanks. There is a set of completed and sealed 32 gallon fuel tanks included.

There may be a few small items missing, i.e. some hardware, but I believe that all of the structure is there. The flaps, if I recall, are completed, while the ailerons are untouched. The matching splice plates are included.

I have a crate that these could be shipped in, BUT I don't recommend freight shipping for these. The freight monkey odds would be 9:1 that they'd damage them. However, when you come to pick up the wings, you can pack then in the HUGE crate and haul them away on your trailer. Bring lotsa packing blankets.

The wing kit is sold "as is". I don't know of anything that would preclude using these parts on any project, but I am not guaranteeing it. This was the same guarantee I received when I bought them. **Asking $7500 OBO**. Yes, I'll consider reasonable offers, **keeping in mind that Van's lead time is over a year on wing kits.**

FWIW, the price I'm asking is roughly what one of our new Phlogiston spars would cost, so this is a good deal for the right F4 builder!

Email Vince for more info. vincefrazier@gmail.com

Until next time, build on, read the Dropbox info, post stuff to the forum, and fly safely!

Thanks,

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