Team Rocket

www.FlAircraft.com

Team Rocket - August 5, 2023 newsletter

In this issue:

- Oshkosh 2023 - Team Rocket wins BIG!
- After the show fun - not fun!
- Kitplanes articles
- Team Rocket gets a new toy
- Bf 109 K-4 project - contact Ray Ward
- RV-4 parts for sale - price reduced

N255D, F1 Rocket, Lyc. IO-540, Whirlwind prop, Garmin panel, built by Darryl Hudec. Airventure 2023 Gold Lindy Grand Champion kit built aircraft.

N550B, F1 Rocket, Continental IO-550, Hartzell prop, Garmin panel, built by Bob Baker. Airventure 2023 Bronze Lindy kit built aircraft

Team Rocket wins BIG at EAA Airventure 2023!

by Vince Frazier... forgive the verbosity, but this is only likely to happen once! 2 awards! I'm still excited!

Team Rocket was represented in the homebuilt judging competition by Darryl Hudec's IO-540 powered F1 Rocket and by Bob Baker's IO-550 powered F1 Rocket this year.

It was obvious that both planes were going to receive a lot of attention from the judges after one (or more) of the judges came by and snapped photos of both planes. I don't believe that they'd do that unless they wanted to share those photos with the other judges.

As with any volunteer based event, there were the usual snafus. I was present when Darryl registered his Rocket at the Homebuilt Registration building. The volunteer apparently wasn't sure how to register the location of an aircraft that was in a vendor display area. That snafu caused Darryl's plane to not be registered properly. Happily, Bob had no such problem.

The first group of judges dropped by, looked at Bob's plane, and then at Darryl's plane. After looking at Darryl's Rocket, one of them said something to the effect of "We can't

judge your aircraft because it's not registered." Well, that wasn't cool, so Darryl went back to the registration building and took care of it... or so he thought.

Unfortunately, when the next group of judges came by, they said that Darryl's aircraft still wasn't registered. The registration volunteer had typoed the N-number. N225D instead of N255D. Doh!

Meanwhile, Bob's plane was getting a lot of attention from the judges. I'm sure that Darryl and Milanka (Minya to her friends) were getting somewhat aggravated at this point. They did finally get the registration issues ironed out though.

HOWEVER, the BEST parts of this story are to follow, but first a little backstory. While Darryl was building, he would occasionally call me on the phone to ask questions. Since the Rockets have never had a single comprehensive set of plans, there are a few holes that need to be creatively worked through. Sometimes the answer is to go back and review the plans again, and other times you may have to simply "Figure it out." This was usually the point where Darryl, who isn't known for holding back, would hang up the phone, say awful things about my mother and my lineage, then call Ray Ward for advice. Ray, having built 1 complete F4 and 4 individual fuselages, would typically tell Darryl the same thing that I did. At which point, Ray's heritage was also called into question.

Ray and I soon learned that Darryl was NOT building an airplane just to fly, he was out in the shop making love to each and every part of that airframe. Nothing less than perfectly straight, perfectly plumb, or perfectly square was allowed.

It was with this knowledge that I overheard the following conversation between Darryl and one of the homebuilt judges. The judge, whose name I do not know, was peering intently at the elevators on N255D. His head was practically in the grass as he leaned from side to side looking at the tail alignment. The judge then raised his head and said to Darryl *"I don't believe that your tail is on straight."* Darryl didn't miss a beat with his reply *"With all due respect sir, I think you need your eyes checked."*

In my head I heard screeching tires, thunder, and breaking glass. Oh well, now we don't have to worry about N255D getting any awards, or so I thought. But, on the other hand, it was 100% appropriate, knowing the blood, sweat, and swear words that went into Darryl's project. Way to stand up for your work!

Obviously, the judge either expected the rebuff, or he was simply fishing for a builder's confession such as "Oh yeah, I had trouble there." N255D went on to claim the top prize, and the details went something like this...

It turns out that there are 17 homebuilt judges and up to 1100 homebuilt aircraft that potentially could be up for judging. The exact number is lower, but I don't think anyone knows quite what it is. Let's just say it's a lot.

I may have a few details wrong, but this is close enough for our purposes. When you register your aircraft, you receive your "Walk Me" prop card and the registration volunteer asks if you'd like your aircraft judged. If you say "yes", they affix a green sticker to the front of the prop card. It has 3 boxes for the judges to initial when they view your plane.

On day one, the judges fan out amongst the aircraft, looking for the green stickers. When they find one, they initial the sticker and usually move on. However, if your airplane stands out, they may take a photo or two. I assume that this is to share with the other judges.

If your green sticker has up to 3 sets of initials, and then doesn't receive any others, you can probably assume that you're not going to the awards presentation on Saturday. On the other hand, if those initials keep piling up on your green sticker, it may mean that your aircraft is a contender. It also could mean that your friends are messing with you. <grin>

By Friday morning, Bob Baker's plane had 16 sets of initials. N255D had 13... but recall that it also had a late start due to the registration snafus. Hmmmmm. What can we decipher from these clues? Furthermore, there was an RV-7 owner chatting with people in our group and saying that he had 17 sets of initials. Hmmmm. This is getting tense!

No one really knows what, if anything, can be learned from a bunch of initials. Where the rubber hits the road is on Friday afternoon when the awards ceremony invitations are handed out. They look like this:

Above, Bob Baker has just received his invitation. It says "Your aircraft is a winner" but it doesn't say what you've won. You've got to attend the awards ceremony to find out. So, since the ceremony isn't until Saturday evening, you've got over 24 hours to stew about it. And stew we did!!! But it does give everyone a good excuse to go out and have a nice celebratory dinner... so we did! Of course, the Oshkosh weather decided to have some fun with us that evening too.

Thunderstorms were predicted for Friday evening. No surprise. It's a very common part of any Oshkosh event. Late in the evening, everyone had returned to their various campsites, or other lodging, to turn in after a long and exciting day. Well, the excitement wasn't over yet.

Somewhere around 11 p.m., Blake Frazier and I were in our camper, conveniently located at the Team Rocket display, watching the thunderstorms slowly crawl past. We had the local weather radar playing on the TV. The storms had all but completely passed by, with no ill effects, when we heard a very loud BOOM. It was the sound of tents all over the homebuilt vendor display area being uprooted and thrown about. The Bede Aircraft tent, a quite large tent, was now on top of our smaller tent and our cargo trailer. The Bede tent looked like the sail on a sailing ship straining against the strong East wind. Their tent was still strapped down in a couple of places and Blake grabbed everything he could get his hands on to prevent the tent's further westward advance.

Did I mention that the next thing that the Bede tent would hit on its westward journey would be Bob and Darryl's newly award winning aircraft? YIKES!!!

I grabbed a large knife from the camper and went full Tasmanian devil on the Bede tent, which wasn't easy since it was on top of our tent and cargo trailer. Fortunately, our efforts were just enough to prevent catastrophe. We pulled the shredded remains of the Bede tent back to the ground on the East side of our trailer and then stuffed it up against the trailer.

This 10'x20' tent was on top of that cargo trailer just moments before this photo was taken. Bob Baker's F1 and Darryl Hudec's F1 were directly behind that trailer.

Blake and I then realized that if another storm should pop up during the night that a whole bunch of Bede, James Aircraft, and other vendors stuff would get soaked, and possibly blown about the display area. So, we spent the next 90 minutes packing stuff into various tents and trailers, with the help of 2 very kind people who were passing by.

Interestingly, the EAA was no where to be found amidst the carnage. And there was carnage. Several tents were destroyed and at least 2 aircraft were damaged near our display. I felt badly for them, but I was nonetheless relieved that Bob and Darryl's planes were spared.

This tent damaged a van, a high wing Arion, and an RV-12 on its way to the Roxy food pavilion. Ugh. It was one of several other tents that were blown down that evening.

Blake and I finally had all we could stand and went to bed around 1 a.m. or after. Unfortunately, I usually get up at dawn when at Oshkosh, so I was totally useless on Saturday due to the fatigue of a week at Airventure.

Saturday was uneventful at our display, aside from me telling Darryl via text message "The judges are back and they want to see your most recent oil analysis, and want to know if you can remove all of your floorboards." I crack myself up... especially when super tired. I honestly don't know how my wife puts up with me.

Also, in the previous night's storm, both Rockets had lost their "Walk Me" prop cards. We found them nearby, but they were soaked and in no shape to be put back on the props. So,I grabbed a cereal box and made a fake card for Darryl's Rocket. It said something like "This plane is a winner. No, really, I swear it is.... " and other BS, with lots of typos, and backwards letters. I saw several people laugh at it that morning during the post-storm clean up. I'm probably lucky that Milanka didn't whack me on the head with that sign. LOL

The awards ceremony later that evening was quite interesting. We all walked in to the Homebuilder's Hangar, which was happily only about 100 yards from our display area. The front of the room had a table covered with trophies. Cool!!

Homebuilt awards

Bob Baker, Darryl and Milanka Hudec, and Steve Ashby.

Let me tell you, it's nerve-wracking to watch the awards be presented. You want to hear your name, but you also know that the Grand Champion award will be the last one presented. So you really DON'T want your name called... not right away anyway.

The kit or plans Outstanding Workmanship awards, 10 of them, were presented first. Let me tell you, I was happy just to be in the room. My workmanship is never going to rise to the level of the folks present in that hangar. What an amazing group of aircraft and builders.

Next came the Stan Dzik Memorial Award for Outstanding Design Contribution and the Paul Poberezny Founder's Award for Best Classic Homebuilt. More amazing work was done by these folks.

Neither Bob nor Darryl had their name called yet.

Then they began handing out the Bronze Lindys. Several names were called and then Bob Baker scored a Bronze Lindy for N550B. **Bravo!!** I takes a lot of work and sweat to get your aircraft into this prestigious crowd.

Bob Baker receiving his Bronze Lindy while another friend snaps a photo.

Eventually, there were only 2 kit built awards left on the table, and Darryl's name hadn't been called yet. I leaned over to look at him and he had a stunned look of anticipation on his face, possibly the same look he had when he got married, but that's just speculation.

Then they called the name of the runner up... and it wasn't Darryl Hudec!

At this point, I want to make it clear, although I hinted at it earlier, that Darryl built this plane for no one but himself and Milanka. I don't believe that he ever entertained the thought of winning an award, although I did tell him that he was doing great work many, many times. To then win the Grand Champion award is quite a feat. Quite a feat indeed!

A very moving and humbling time just seconds after the award was announced.

Darryl accepting the Gold Lindy.

A very happy Darryl and Milanka Hudec. Nicely done! Congrats!

Milanka and Darryl Hudec, Bob Baker, and Vince Frazier.

I certainly didn't win anything, but I was certainly proud to have been a small part of their project!

Bob Baker preparing to leave on Sunday morning.

The Hudec's preparing to depart on Sunday morning. Milanka later reported that they covered 676NM in 3hours 2 minutes, or roughly 225knots GS. What's not to love about these machines?

If you'd like to see more photos of Bob and Darryl's handiwork, here's a link to a folder full of photos. Team Rocket winners 2023

After the show fun

Nearly all of the aircraft on the field had bugged out by late Sunday morning. So, Blake and I twiddled our thumbs until 5 p.m. which is when the EAA releases the vendors from EAA jail. Sigh. Apparently the EAA assumes that the vendors don't have jobs, wives, dogs, or any other pressing obligations. Indeed, we love sitting around on Sunday after virtually all of the pilots have gone home.

We packed up and got on the road by early evening, tired and hungry! We pulled into a Culver's in Beaver Dam, WI, because who doesn't love Culver's? We ate, and then intended to get back on the road. I was tired, as mentioned many times above, and hit my own cargo trailer with my own camper while turning around. Dang. Well, stuff happens. We tossed a couple straps around the damaged tail and got back on the road. At this point all we wanted was to go home!

More stories to come next year!!!! I can't wait!

I'm gonna need some duct tape. Dang it.

Kitplanes articles

Kitplanes magazine had a couple of nice Team Rocket related articles in their Airventure daily news blasts. Here they are...

[F1 Rocket]

[Cleaveland Tool news]

Team Rocket gets a new toy

As mentioned in previous newsletters, we're setting up to be able to produce more of our parts in house. As a part of that strategy, we bought a new (used) Melon Masher to stamp some of our small and medium size stamped parts. We can't wait to go full Gallagher and squash a watermelon or other garden produce.

We're also planning to get a large press brake, to be used for processing zucchinni and various aircraft aluminum parts, such as spar C-channels, etc.

FWIW, we've had a lot of interest in the kits after the Oshkosh show. I want to assure everyone that we're moving forward and have no intention of stopping. We're the tortoise, not the hare.

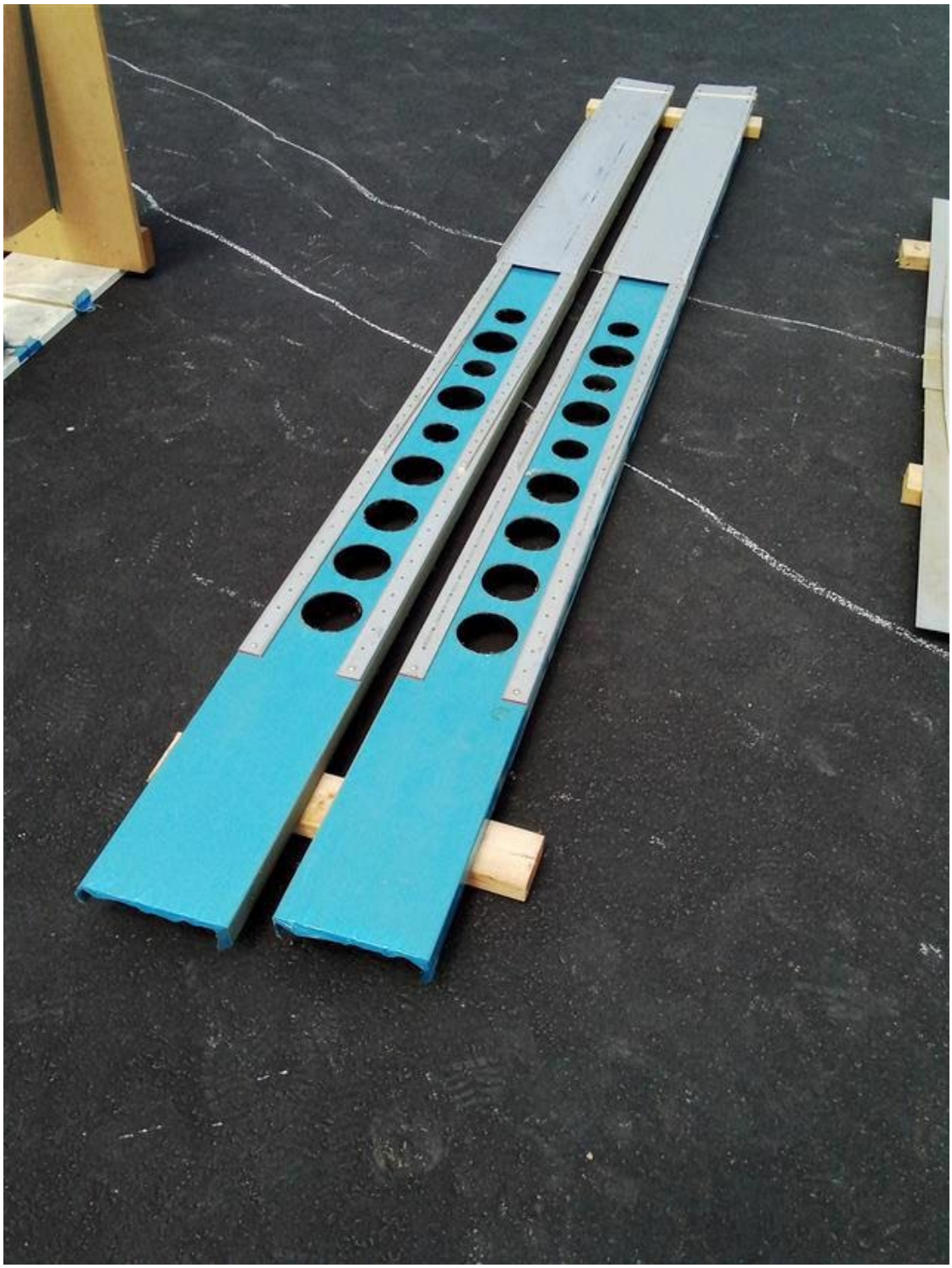
Bf 109 K-4 project - contact Ray Ward

Well, you're not going to find one of these behind a hangar at your local airport. It's a genuine Bf-109 K-4 project with war history.

Here's a PDF for those who are curious: Bf 109-K4

If you have sincere interest, and a fat wallet, contact Ray Ward for more information.

Contact Ray by 4luscombes@gmail.com



RV-4 wings and tail kit for sale

Van's has a lead time of over a year for RV-4 parts. If you're considering an F1 or F4, these might be just what you need.

Vince Winstead, of Minnesota, has an untouched RV-4 wing kit and a partially completed RV-4 tail for sale. Price reduced to $6000 for the wing kit and $1000 for the tail kit.

Additional photos were in our last newsletter. Only the wing spars, untouched, are shown here.

You can reach him at 507-931-5669 or by email at cap_flyer@protonmail.com

---

Fly safely,

Thanks,

Vince Frazier,
a Team Rocket authorized distributor

Frazier Aviation Products LLC
7237 State Road 75
Cutler, IN 46920-9617

www.f1aircraft.com
Vince handles the F1 Rocket airframe related inquiries. Email preferred.
vince@f1aircraft.com
toll free **1-888-312-4727**
or **1-888-F1AIRCRAFT**

https://www.cleavelandtool.com/
www.flyboyaccessories.com
Blake handles the RV and Rocket accessories related inquiries. Email preferred.
flyboyaccessories@gmail.com
toll free 1-888-835-9269
or 1-888-8FLYBOY

View this email in your browser
You are receiving this email because of your relationship with Frazier Aviation Products LLC.
Please reconfirm your interest in receiving emails from us. If you do not wish to receive any more emails, you can unsubscribe here.

This message was sent to 1107adam@gmail.com by vince@f1aircraft.com
7237 S. SR 75 Cutler, IN 46920

VerifiedUnsubscribe℠ Unsubscribe | Manage Subscription

BENCHMARK
TRY US TODAY