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Team Rocket Newsletter 12-01-2023

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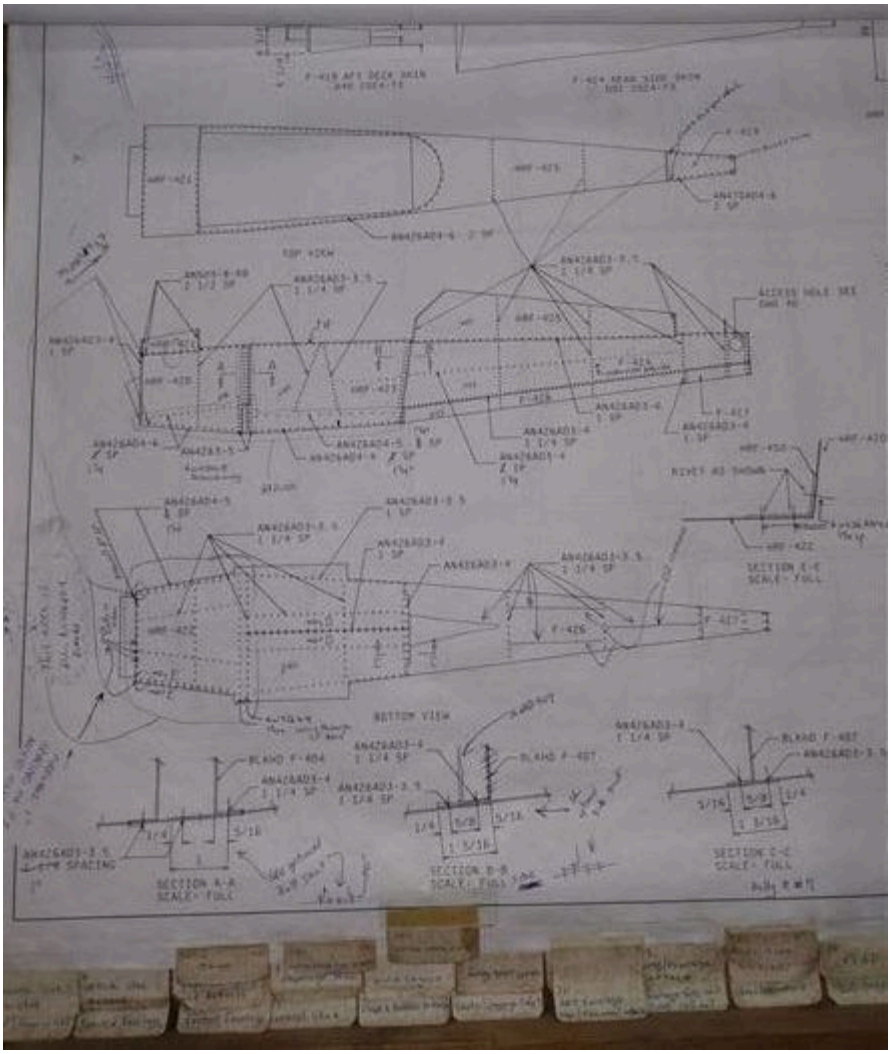


Forward fuselage riveting

There have been questions recently regarding the best layout for the fuselage rivets. While no known serious problems have been traced to any fuselage riveting issues, we do occasionally see a few "smoking" rivets, indicating that they are being worked hard, although vibration can cause this also.

So, what, if anything, to do? Well, there are a couple of things to consider:
1) It is always OK (within reason, of course!) to reduce the rivet spacing, thereby spreading the loads around a bit more.
2) It is sometimes OK to upsize the rivet diameter one size. This would typically be OK on the heavier skins (such as .032" or .040"), particularly when those skins are joined to the heavy lower forward longerons, or other heavy angle aluminum (anything over .040" thickness).

If you view the photo above (see the note below), you can see what I did on N540VF, based on advice from Mark Frederick and the notes he had on his HR2 drawings.

You'll notice that the entire forward belly ahead of the main spar is riveted using 1/8" diameter rivets, along with the circled areas on the lower forward side skins and wing roots. You'll also notice that the rivet spacing has been reduced on many areas of the fuselage.

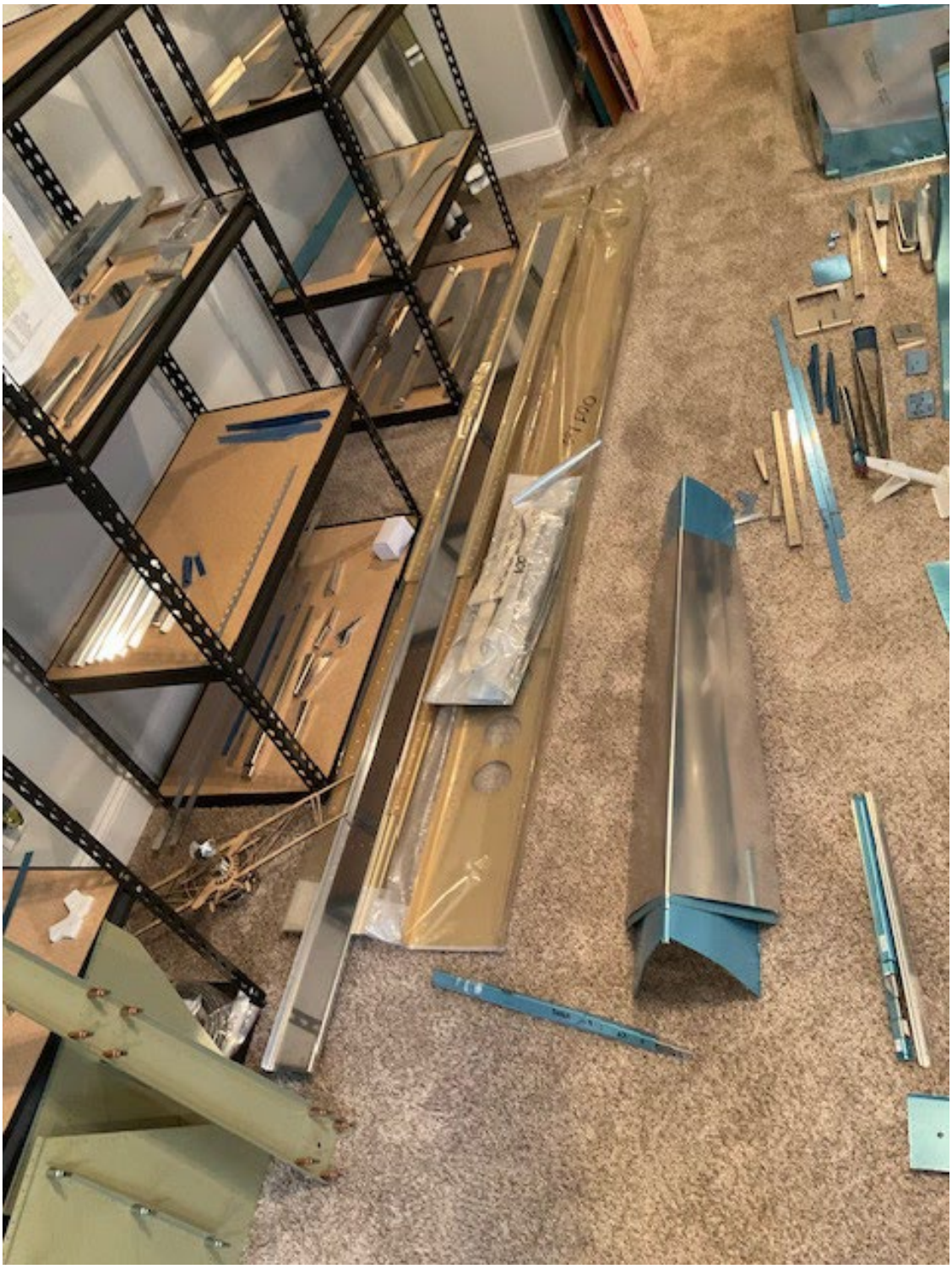
Another thought, since we're laying out our own rivet spacing, make it easy on yourself by using a rivet fan tool (find them on Amazon, Spruce, etc.). If the rivet spacing spec says 2". but you're laying out an 11" line of rivets... just set the fan spacing to whatever is convenient and under 2". Who cares if it's 1.833" instead of 2"? This is something that can be done nearly anywhere on the airframe to save time and headaches (from trying to layout exact spacing to the nearest .001").

Be reasonable and keep your head in the game, but my advice is to keep moving so you can finish your bird in a reasonable length of time!

Note: You can view, or save, the photo above in unreduced format here.

.025 KAISER LO

OCT 3
SATURDAY



Jason Googe would like to sell his slow-build F1 kit due to unforeseen health events regarding a family member.

He has the cowling, engine mount & exhaust for the IO-550, the speed slope canopy kit, landing gear kit, fuselage kit, and phlogiston wing kit. He has enough parts for the empennage to say it's unbuilt except for the horizontal stab. *(He has enough parts to nearly build 2 complete tails. - Vince)* He also has Beringer brakes for it.

All of these items were new from Vince about 2 years ago. They have been stored inside, as you can see. **Price lowered to $45K firm.**

Contact:
Jason Googe
3422 Tate's Way
Hernando, MS 38632

904-710-5415
jtgooge@gmail.com

F1 QB kit for sale

These things are rare as hen's teeth, but I have one here that is complete, untouched, and ready to go to a new home. **Price ~~$75K~~ Lowered to $70K**

It is one of the original Team Rocket quick build kits from the early 2000's, serial number 29, and has been stored inside in a dry, clean area. Everything that originally came with the kit appears to be there and is in good condition... and untouched. No work has been done whatsoever, at least as far as I can tell.

~~It will need the current Indy engine mount instead of the original CZ engine mount.~~ The Indy mount is now included.

Also, this kit should have the unassembled empennage upgraded to the current MK3 tail. However, it is also possible to modify it since it isn't assembled yet.

If you're interested, open a NEW email (don't respond to this one) and send your questions, or offer, to vincefrazier@gmail.com

Lycoming IO-540-D4A5 for sale *<<<<< very hard to find right now! And there's a 2 year wait for new ones!*

F1 builders get the very first shot at this engine. If it's still available in a week, it'll be offered on Barnstormers, VAF, and other places.

I have a Lycoming IO-540-D4A5 for sale. It has 273 TTSNEW. The engine was pickled and has been in dry, indoor storage for nearly 22 years. The engine came from a certified production aircraft. All work was done by a certified engine shop. WYSIWYG. The items shown below are what is included in the sale of this engine.

Engine history: See the logbook photos and emails below for the verbatim account. A summary of the engine history is presented below:

* Sept. 12, 1996 engine produce by Lycoming, IO-540-D4A5, s/n L-25885-48A and exported to Canada.
* Nov. 26, 1996 engine installed in C-FSVD (which I believe may be a Found FBA-2C Bushhawk. See https://ingeniumcanada.org/aviation/artifact/found-fba-2c .
* Mar. 15, 1999 engine removed after prop strike (engine at idle, prop struck dirt) at 231.0 TTSNEW. Sent for tear down, inspection, and repair if necessary. Work done by ATC in Orilla, ON.
* Apr. 1, 1999 engine reinstalled in C-GDWD (another Found FBA-2C Bushhawk).
* Oct. 2, 1999 engine removed at 272.8 TTSNEW. (The owners upgraded to 300hp

engines.)
* Feb. 8 2002 engine was sold to Doug Fuss, via Brad Huelsman, Hartzell Propeller.
* Dec. 2023 engine offered for sale by Vince Frazier.

ASKING $39,000 USD OBO. If you're interested, open a NEW email (don't respond to this one) and send your questions, or offer, to vincefrazier@gmail.com

Note: *Several pages from the logbooks shown below have multiple photos of the same page to show details that are hidden beneath papers and tags that were attached to the logbook.*

I have too many photos to post here in the newsletter, but here is a link to a page with dozens of photos, including all of the logbooks. Lycoming info

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Phlogiston spar, ribs, and LE skin for sale

The photos show similar items, but not the exact pieces, for sale. We have ONE set of wing parts for sale. These belong to a builder who obtained a set of pre-built wings. The parts are new.

The set includes:

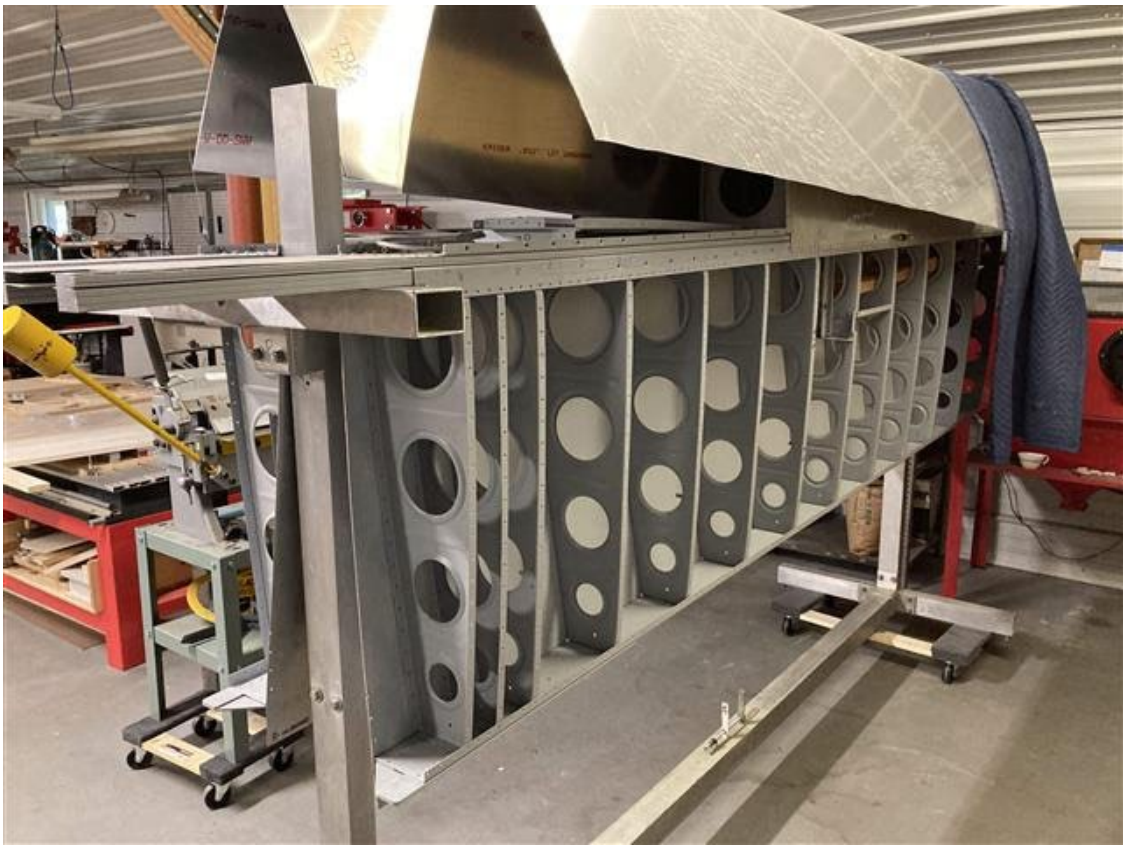
- **Phlogiston main wing spars**, gold anodized, with the splice plates
- **rear spars**
- **F-004 fuselage carry-thru** bulkhead parts
- **all wing ribs**, including the leading edge and tank ribs. 54 ribs total.
- **leading edge skins, including tank skins**, for the 55 (total) gallon tanks. 4 pieces total.

Price $12,500

Note: This set will put you well down the road towards building your wings, but it is not a complete set of wing parts. You will still need to buy (or fabricate, per your HR2 or RV-4 drawings) the internal tank parts, the aileron bellcrank parts and bellcrank support ribs, add the flat main skins, and add the rear spar aileron and flap hinges, and aileron cove

parts, and other misc.parts. Hardware and rivets are not included. Flaps and ailerons are not included.

Contact at vincefrazier@gmail.com for more info. Please don't reply to the newsletter thread, but open a new email.



RV-4 wing for sale

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 tapered wing on instead. That means that I have a nearly completed set of wings, along with the complete control surfaces, to sell.

Overall, the workmanship is 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 items missing, i.e. small hardware, but I believe that all of the main parts are there. The flaps, if I recall, are completed, while the ailerons are untouched. The matching splice plates are included.

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 ~~$8000~~ OBO. **Price lowered to $6500.**

Contact at vincefrazier@gmail.com for more info. Please don't reply to the newsletter thread, but open a new email.

(Please note: the large leading edge skins on top of the wings are for the FX wing and are not included.)

Ray Ward's F4 Raider for sale

$165K OBO

- 410 TTAF
- 410 SMOH Lycoming IO-360-EXP
- 410 SNEW Hartzell 2 blade prop
- SDS ignition w Airflow Performance induction
- Garmin G3X panel

- Aveo Zip Tips wing tips

I have ridden in this plane and it flies like you'd expect a Raider should. Light, efficient, and fun!! And the instrument panel..... mmmmmm, I covet the instrument panel. :)

Contact Ray Ward
4luscombes@gmail.com
843-263-5816

Ray Ward's Luscombe 8F for sale

$37.5K OBO

- 300 since restoration
- 300 SMOH on Continental C-90
- Garmin G3X panel
- Contact Ray for more details

Contact Ray Ward
4luscombes@gmail.com
843-263-5816

Thanks,

Vince Frazier,
a Team Rocket authorized distributor

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