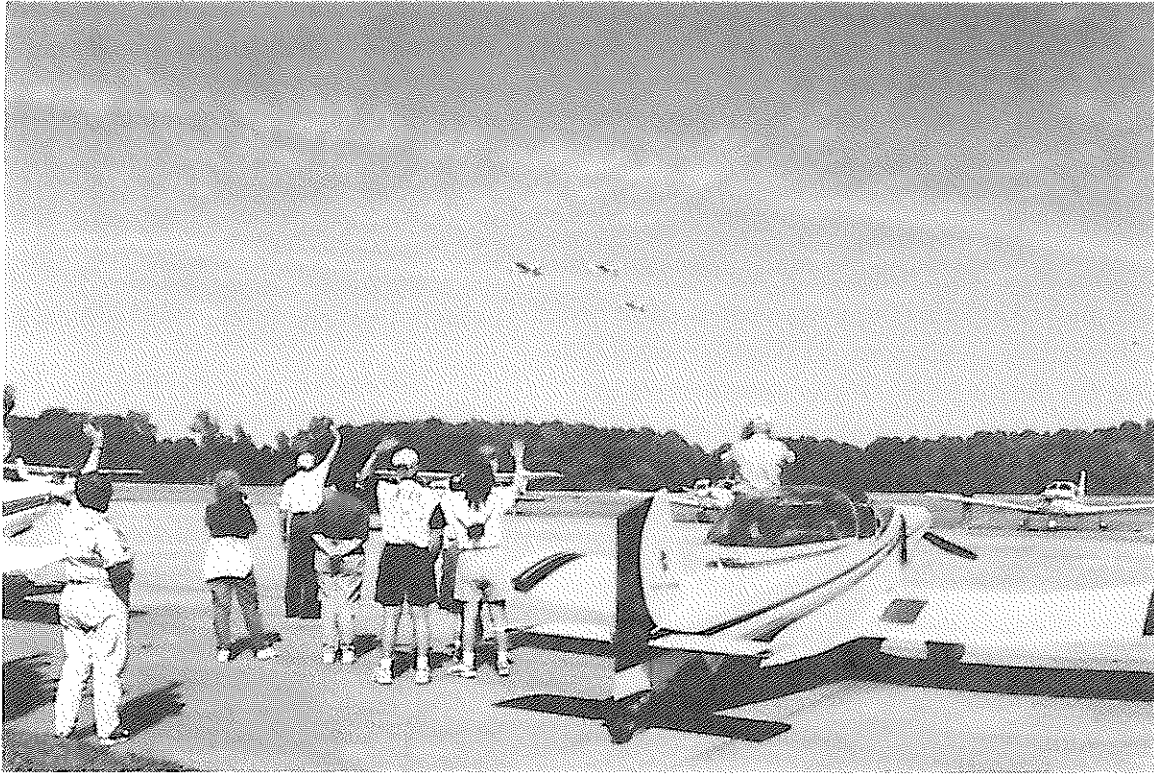


T-18 NEWSLETTER



One of the great Fly-Bys at Kentucky Dam 1998. See what you've been missing folks!

IN THIS ISSUE:

Letters to the Editor... and lots of emails

Pernic Brother's Thorps by Robert Pernic (from the bottom of the earth)

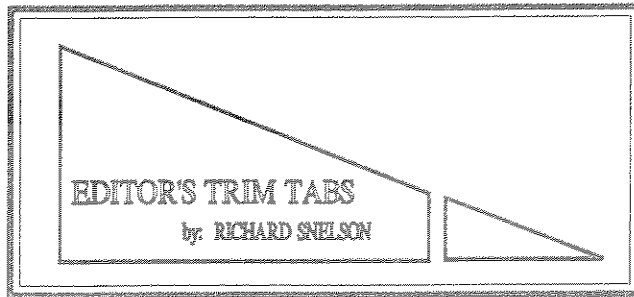
First Flight by Elmer Hymen

Paso Robles Bar-B-Q by Chuck Borden

Flap Feedback Article by Tom Hunter

Colorado Fly-In

NOTICE: (STANDARD DISCLAIMER) As always , in the past, present, and future newsletters, we would like to make you aware that this newsletter is only presented as a clearing house for ideas and opinions, or personal experiences and that anyone using these ideas, opinions, or experiences, do so at their own discretion and risk. Therefore, no responsibility or liability is expressed or implied and is without recourse against anyone.



I thought as you got closer to retirement your life was supposed to slow down. Well I'm getting closer, and it ain't getting no slower! In fact, I've started a new career so don't laugh guys. In the last few weeks I've been putting the finishing touches on a large scale conversion of my 1200 sqft shop to a piano showroom and a piano repair and restoration business. All this plus learning to tune, fix sticking key, repair soundboards etc. etc. The more my company talked about being bought up, the more I worked on the shop. So I'm about ready.. including around \$10k of remodeling plus another \$10k of special tools and equipment. I now have 7 pianos in various states of repair and moving them toward the sales floor. All this plus working full time at Illinois Power Co. Soon to be something else I'm sure. If you miss me at the T-18 events this year it's because I'm using all 25 of my vacation days traveling to piano guild seminars plus private training with one of the best piano tunner in the US, he lives in Tempe, AZ. RoxAnne and I will make it to Kentucky Dam in the Fall but will miss seeing you'all in Colorado and at Oshkosh. During Oshkosh I'll be at a week long class at the University of Minn.

I planned to have a membership list in this issue, but instead had tons of emails and letters that I felt were more important to get out to you. I do need additional articles for the next couple of issues so if you would like to submit a how to fix or how to build it, please rough something out for all of us T-18ers..

The fly-in in Colorado is up on us. You can read more about it on page 19 of this newsletter and I hope John Evans will write up an article for the

next newsletter. How about it John? Pictures too please!

Colorado Fly-in June 11-13, 1999 at the Fremont County Airport. Contact: Walt and Bev Giffing 719-547-2906

Oshkosh Nature Center Event July 30 at 12:00 noon We will have Brats and Chips and will follow lunch with the forum. Contact: Roy Farris 618-723-2594

Porterville Fly-In: Sept 3, 4, 5
8'th ANNUAL P'VILLE FLYIN

Placerville is out, Porterville is in!! There is more than one P'ville on the West Coast.

September 3, 4, 5, 1999, the Thorp people will be gathering for the annual contests, forum, pictures and great food.

Classic Sport Aircraft owners Frankic and Mike Archer have agreed to assist the West Coast Team of Hal and Nancy Stephens, Jim and Lil Critchfield, and Mac and Rena Booth in putting on the gathering.

Friday is for early arrivals, Saturday for the main events including the famous BBQ dinner, cork flying contest forum photos, etc. with Sunday for good-byes.

All Thorp design enthusiasts T- 18's, S-18's, and 211 's are invited! We hope the move will improve the number of people/planes participating. We're looking forward to 50 or more Thorps. Contact Hal Stephens 530/295-1867

Kentucky Dam Fall Fly-in: Oct ...
Contact Roy Farris 618-723-2594

We'll have a great summer and enjoy the great T-18/S-18 events that are planned for you. Keep those emails and letters coming this way.

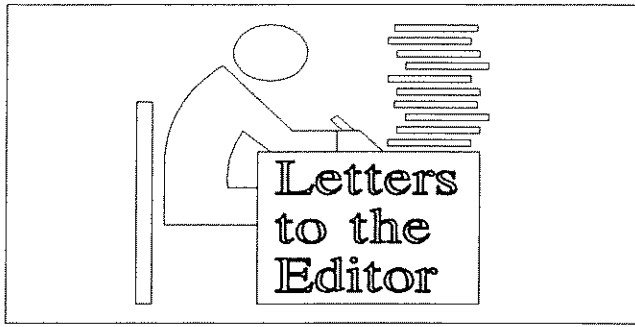
Richard Snelson

Route 3, Box 295

Clinton, IL 61727

email: rsnelson@dave-world.net

web: <http://homepage.dave-world.net/~rsnelson/thorp.html>



Subject: Halverson T-18
 Date: Sat, 1 May 1999 23:30:46 EDT
 From: CANDO16@aol.com

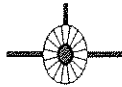
Just a note to let you know that I sold my Thorp T-18C. Hopefully I'll beat the ad I placed with you a few weeks ago, so you won't include it in the upcoming newsletter. Thanks.... Greg Halverson 922GH

From:
 "Barrett M. Kemp" <bkemp@cswnet.com>
 Hi Rich,



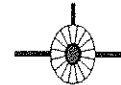
I have an unused dynafocal T-18 engine mount that I would let go for \$175.00 plus shipping. It is left over from the project I have sold. My phone number is 501-968-7318. Thank you, Barrett M. Kemp

Subject: Hello!
 Date: Sat, 1 May 1999 19:52:38 EDT
 From: T18Man@aol.com
 Rich-



My name is Jim and I just got on the net. Your page looks great!! I am the owner of 428JS and was in your newsletter a couple of years ago. Let me know if you are ever in the Palm Springs area. I'll give you a ride. Jim Stuart

Subject: T-18 POH
 Date: Sat, 8 May 1999 23:08:37 -0400
 From: "Robert S. Hartmaier"
 <70422.3151@compuserve.com>



Rich,
 A few years ago I received a computer disk from John Cotten with a T-18 Operators Handbook on it. I promised to copy it and send it along. Well, it was mislaid, and I just recently found it again while doing some Spring cleaning! I have now copied it onto my computer. If anyone would like to copy the disk they may send me an e-mail at 70422.3151@compuseve.com, or snail mail at:

Subject: Thorpe T18
 Date: Thu, 29 Apr 1999 11:03:00 +1000
 From: Andrew <andrewf@maxwell.com.au>

8 Holly Road
 Jamesburg,NJ
 08831-9670

Richard,

I am 27 years old and fly/live in the Sydney area, I've been flying since teens but as yet haven't taken to building or purchasing my own aeroplane (dad owns RV).

Richard Eklund has given me your email address. I'm really interested in either buying or building a Thorpe and at this stage am trying to gather as much info as possible. Can you help with info or websites? Really appreciate it.
 Regards, Andrew.

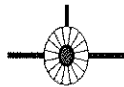
Thanks, Bob Hartmaier

Subject: Thorp S-18 newsletter
Date: Thu, 22 Apr 1999 21:24:09 +1200
From: "Mike Boyles" <boylesm@wave.co.nz>
Rich,

I live in Auckland New Zealand and I am considering building a Thorp S-18, I would like to purchase the back issues of the newsletter.

Will you please send me details of the price, how to order back issues and subscribe to future issues. Regards, Mike Boyles

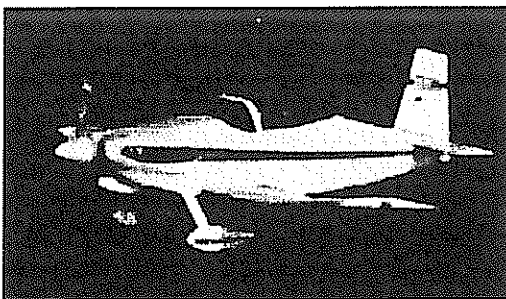
Editor's Note: I've included these emails in case some of you fellows would like to contact these would be T-18/S-18 builder/owners..



Subject: Address change
Date: Wed, 21 Apr 1999 10:03:24 -0600
From: "Robert F. Clayton"
<bclayton@redrock.net>

Email address change: bclayton@redrock.net

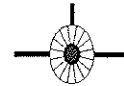
Update: Bolt on prop, install spark plugs, put in some gas, start engine and test for operation and leaks. Shut down, breathe easy. Install canopy, attach wings, outer flaps and controls, paint. I think at this point, it is supposed to fly.
Thanks, Bob



Dan Wolfe over Kentucky Dam 1998

Subject: Thorpe For-Sale
From:
Brent Schultz <Bschultz@anaheim.net>

My Brother (Chris Schultz) has a Thorp T-18 project for sale that is 90% complete. Aircraft is currently being stored in El Toro, California and is being sold to make way for a new A/C project. A/C was started by someone else in the late 60's and has had two owners and needs some work to complete. A/C comes with Lycoming O-360 (180hp), fixed pitch metal prop., spinner, metal cowl and has some flight and engine instruments. Based on our info to date, it appears that the engine may be new and never run (other than at Lycoming factory). If you have anyone interested in purchasing the project, please have them call my Brother Chris Schultz at (949) 951-6059, or me (Brent Schultz) at (714) 974-5835. Sale price is \$18,000.



Subject: T-18 For Sale

From: TWOGIRL1B@aol.com
Richard,

It was a pleasure speaking with you yesterday and appreciate your thoughts. All things considered would you be so kind to run an ad for me in the newsletter which would read as follows:

For Sale T-18 Fuselage clecoed, wing & tail surfaces complete. Most everything to complete spinner to tailwheel including many instruments (noradio).

Standard fuselage & wing. Lyc. 0-360 A1D, 0SMOH stored 12 years. Includes correct fixed pitch alum prop but engine could except C.S. prop. \$13,500
Chuck Meyer 708-534-2079

Wishing you all the best, Chuck

Subject: T-18
From: Terry Henert <thenert@adams.net>
Hi Rich

I live in Carthage, IL, about 30 miles north of Quincy. I have a very nice 1948 C140 but for some time I have been wanting to go faster and get there quicker, or go farther in a day. I just discovered a couple Thorp sites this week, including yours, and I have a lot of questions. But a good first question would be where on the net that I can find more info' to read.

A guy from Texas stopped in at Carthage last summer with his T-18 on his way to Oshkosh. That was my first closeup look at a Thorp. I remember reading about them back in the 60's when I started flying but I had never seen one. I have been thinking about that little bird ever since, along with the RV's and Mustang. I may be interested in buying a Thorpe, but not building one.

I flew over to Decatur for breakfast about 2 months ago. I am interested in going back over there and buying you some gas and breakfast for a little demo ride in your airplane. But at this time I just want to say hello and let you know I am interested in the Thorp. Right now it is past my bedtime. I hope to hear from you.

Terry Henert
thenert@adams.net

Editor's Note: I let Terry know that he should join us at Kentucky Dam this Fall. Hope to see him there. Rich

Subject: T-18's and Young Eagles
From: Tom Melsheimer <ttm@merlin.com>

Chapter 43 recently introduced flying to some Young Eagles. The day was a bit chilly and overcast, but the kids very much enjoyed their rides.

One youngster climbed out of a Piper and asked "Can I get a ride in one of the FAST ONES" (and of course we did!). 5 aircraft showed up to give rides and 3 of them were T-18's! Yours truly was introduced to the EAA Young Eagles program this day and Dean Cochran (spelling?) and Billie Mitchell flew several very appreciative kids around West Denver. Of course, Billie just "had" to comment about how slow my bird is (the orange and yellow one) over the tower frequency. Billie's has a 180 and a very good prop. Dean's has a 160 and a good metal prop and N19L has 150 HP turning a prop that hardly gets much over idle (that's my excuse and I am sticking with it!). Giving rides to kids in a T-18 is most rewarding and it's great that they are small enough that I can go too.
still dieting, Tom Melsheimer



Subject: G.P.U. parts
From: JKerr56051@aol.com

Rich,
I have near enough parts for a complete 0-290 G.P.U. including a polished and inspected standard crank, a good cam and much more (no pan, carb or mags). I would like to sell as a package. Offers over \$1000 are sought.
Thanks, John Kerr

Subject: N.L. 108
Date: Wed, 27 Jan 1999 12:50:47 -0800
From: Howard Ginn <ginner@KACHINA.NET>

Greetings Richard;

Just recieved N.L. No. 108, and as usual, is an excellent production! Lots of good info. Elaine and I were sorry to hear of RoxAnne's surgery, but it sounds as if she is doing just fine and her husband is expected to recover. I was starting to send the check for the M.A.S. dues, but saw your ad on AV Web for the A 610 flash tube. Let me know if it is still available and I will throw in the additional \$28 bucks. It takes a lot of spares to support the fleet.

Incidentally, Chuck Bordens new T-18 was started by my neighbor in Calif and for the first 20 years, I was the head rivet bucker. It was great to see the bird finished and flying. The original builder also bought a factory new O-360 from John Thorp for \$4000 ...AAAArgh. Anyway, thanks again for all your efforts.



Subject: Hi Richard
From: "Joe Lowe" <jslowe@earthlink.net>

Just wanted to thank you for keeping the newsletters coming. Those letters keep the spirit smoldering and hopefully in the near future the desire will turn into action. I do have a bunch of reasons why my bird is not finished, but not one is really worth a hoot. The check will be in the mail tomorrow. Again, thanks and happy landings. Joe

Subject: T18 news
From: Tony & Viv Schischka
<a.schischka@xtra.co.nz>

Hi Richard,

Thought it was about time I brought you up to speed with things down in our part of the world. In a couple of weeks we will be holding our annual Sport Aircraft Assoc. Flyin at a very nice grass field in the South Island. Hopefully we will get 3, T18s there! 2 of the 4, T18s flying here have changed hands several times in the last year, not sure why.

Do you remember when we spoke at Oshkosh that the first T18 kit has come to NZ? Well have had a good look over the kit and I'm pleased to say it is very good quality and very comprehensive.

One or two small problems have arisen but these have been dealt with professionally by the kit supplier. Builder has completed flaps and ailerons and has the fuselage standing assembled with clecos. I must say the flaps and ailerons look better than mine did! Hopefully these kits can bring the T18 back to life and we will see more in the air once the word gets around! I will keep you posted as he proceeds.

I hear winter has been a bit tough up your way and I guess the flying is scarce.

Had my T18 out of the air for annuals over the xmas period(don't why I have it timed for then!) but managed to get a few hours in flying a Tiger Moth (DH82) taking my children for rides and doing an hour or so in a 90HP Cub. The last time I flew this particular cub was 35 years ago when earning my PPL! Great fun.

Well that's it for now. Regards Tony S

Subject: Help!
From: "Robert F. Clayton"
<rclayton@uswest.net>
Rich,

I was just getting started on my spinner installation and discovered the front bulkhead doesn't fit my Sensenich wood prop and Ken Brock doesn't make one for the thicker hub. There are a lot of wood props out there, so the others must have had the same problem. Do you have the solution or can you direct me to the solution? Just when I think I'm on a roll, another gremlin pops up. I can still use the spinner and rear bulkhead. I just received my bolt kit from Sensenich and I was hoping to run my engine and I wanted to finish the spinner before I crank it up. I also just finished the little inspection plate in the floor for the rudder turnbuckles (a very good idea). The weather here is mild so it is easier to keep my garage (hangar) heated and I'm getting things done, (including the spinner, hopefully).

I had a visit from Russ Verbael in Dutton Montana. He purchased a T-18 from someone back east and just when he started home, the torque tube on the electric trim sheared off and he flew it all the way to Montana with full down trim. He said he was a little tired when he got home. I gave him information on how I did mine, with some pics and he says it worked just fine. After flying it for a while, he told me he couldn't imagine ever having to use maximum trim. I don't remember who he bought it from, but it is the one with the little dorsal attachment on the fin. I think I have seen it at Oshkosh in the past. Anyway, it looks as if I will have a T-18 check out in the spring, before I fly mine. My youngest son is in the flight program at Utah State University and has just finished his instrument rating. Next year he will be my instructor. Don't you just love it! My son, instructing the old man. "I love airplane noise" Bob

Dear Richard,

Through the years John Thorp's T-18 design has had an enthusiastic following of owners, builders and suppliers.

Lou Southerland, Ken Knowles, Phil Tucker, Ken Brock, Richard Eklund and now Mike Archer continue to advance the design in ways not imagined by John.

Frankie and Mike Archer bought the rights to the Tiger from Phil Tucker of Lancaster, CA a couple of years back. Their dream was to move the design into the homebuilt kit arena by providing all parts for both the T- 18 and the S-18 (wide body, fold wing) variations and provide a complete kit for the S- 18, even a newly designed engine.

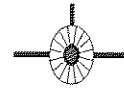
My experience is they are accomplishing their dream, I bought a destroyed T- 18, S/N 126, hauled its remains home, and began sorting. Today, every piece of metal or other component that was needed has been supplied to me. It's great!! Classic has the machinery necessary to manufacture the component or they have sub-contractors that will supply them as needed. An example is the landing gears "N" frame. The collision with terra firma took out the gear at the fuselage on the left side. The right side, was torched off to trailer the wreckage home. A new "A" frame was needed! Classic Sport Aircraft supplied a new and improved (including longer) leg "A" frame, which didn't fit --- back to the drawings! Yes, one dimension was different between the "S" model and the "T" model. A new "T" model frame was constructed and delivered. It fit!

Spinner, backing plate, wing skins, ribs, brackets, spars, you name it they supplied the needed parts - I'm pleased they are there for us! Call them at 1-209/539-2755.

Incidentally, Lyle Trusty of Lancaster suggested new "long easy" Cleveland wheels and brakes for the plane which were supplied by Aircraft Spruce and Specialty. They are heavy duty and work just great. Hal Stephens, 1390 Broadway - B144 Placerville, CA 95667 Phone: 530/295-1867

Rich, Sending check for 99 newsletters. We are enjoying our new home in Pecan Plantation. Just getting workshop completed, will start on project in a few days. This project is SN 95 and has been around since the late sixties. In fact, the inner wings were built without provision for flaps. I will modify so that flaps can be added. Pitch triin has been installed per original plans, but will change to electric motor driven system with limit switches per my newsletter article. I have been reading about brake lockup in past newsletters. It was mentioned that short slider pins could be a problem as later versions of brakes had longer pins. Talked with others about the shorter pins and was told there is no problem with pins, just keep the pin/slider clean and inspect at regular intervals. I will rebuild the brake assy and install new "O" rings with a good inspection of the disc and disc body. That should give me a good base line to work from and will keep close watch to insure proper operation. I will reroute the rudder cables to the side and eliminate the forward tunnel. Also plan to round off the tunnel between seats as I will have electric flaps using Cessna 150 flap actuator. If anyone has used this flap mechanism please let me know as I would welcome your installation methods. I have my own ideas but other insight would be helpful. I am looking at an 0320 150hp engine. I would opt for that configuration so that I can burn auto fuel. However, there is a fuel consortium here at Pecan that makes 100LL very reasonable. The engine needs overhaul so will make decision on 150 Vs 160 when I rebuild. I have been associated with the T- 1 8 since early seventies. I can remember my first close look at the Thorp, was in CA at the Helicopter show, drove over to Torrance and visited with the George Lederer gang at Torrance Airport. At that time there were about 15 Thorp's flying or in construction stage at the Torrance Airport. I was hooked and spent the day visiting with those early enthusiasts. The wonder is that after all this time, and rebuilding/owning a Thorp for over eight years, I am still as excited about the airplane as I was twenty five years ago. That says something for John's design and the charisma

that surrounds the aircraft. I consider it a blessing that I once again have the opportunity to construct/build the best home built design that ever hit the drafting table. My new e-mail address is kjmorgan@flash.net. Would love to hear from any of the gang. Best regards Rich and keep the NL coming. Ken C. Morgan
Ken & JNene Morgan 9110 Bellechase Dr.
Granbury, TX 76049



Dear Rich: Thanks for another interesting newsletter. Dues for 1999 are hereby enclosed. Since I last wrote I have put about another 85 hours in my bird C-FLDP. It is a delight to fly and performs pretty well according to specs as predicted by John Ronz's design program which I took the trouble to put onto my computer some time ago. It stalls straight ahead (no wing drop) with no flap at about 62 hvh, and with flap at about 55mph. I have not attempted spins yet but will, do so in the near future. I expect each aircraft is different but I would like to hear from same one who has had recent acrobatic experience in a Thorp as to entry speeds, recovery etc. Seen to me there was a newsletter (way back) which gave some information but I seem to have mislaid it. The last newsletter with its account of the "cowboy" test pilot who put wrinkles in his friend's plane by overstressing it in the pullout I found quite incredible. Did he not offer to compensate the unfortunate owner? It might be interesting to hear the sequel to this incident. I finally got to meet Mike and Phil and Frankie at Arlington this year. They had a very nice booth set up and seemed to draw a goodly number of people. The number of Thorps were the fewest I have seen there contrasting with the great number of RV6'S which took up a very large portion of the field parking. To my mind the Thorp is a much more attractive design but then I am probably prejudiced. One thing I have noticed on mine is on the main spar some wing pop rivets on the stub wing (three each side) are starting to show same signs of lifting. If it continues I will replace

them with Cherry Max rivets which should have been used in the first place. Builders using pop rivets who have not reached this stage should take note. I trust you will continue with your excellent newsletter and that you will be successful collecting subscriptions from the 1998 foot draggers. Cheers for now Doug Perkins



Dear Richard:

Just received Newsletter 108, thank you for your dedicated work, I always look forward to receiving the next one and enjoy reading them, usually more than twice. I am enclosing check No. 3369 that covers the 1999 dues. Something new, Maureen and I moved from Austin, TX to Tucson, AZ, before and during the holidays. Since I we didn't trust the movers with my S-18 project, I moved the whole thing myself in a rented truck and it seems that there were no damages even though in some washboard like highways I felt every pebble that I rode over and made me cringe. Well, now we are almost out of the unpacking business in our new home and as you would guess, the project ranks low in priority behind the rest of the household details. In October we had the pleasure of meeting Frankie and Mike Archer at their hangar in Porterville, CA, they are a swell couple, gave us a detailed tour of their business and lots more. Mike has many splendid ideas about making the S-18 easier to assemble the otherwise time consuming details, he will be implementing his ideas as they build their own S-18. Richard, please change my address to: ALBERTO PEREIRA 11991 E SETTLERS TRAIL TUCSON, AZ 85749-7801 Our e-mail is working and is still the same: pere009@ibm.net That will be all for now, greetings to you and RoxAnn and many thanks again. Sincerely, Al Pereira.

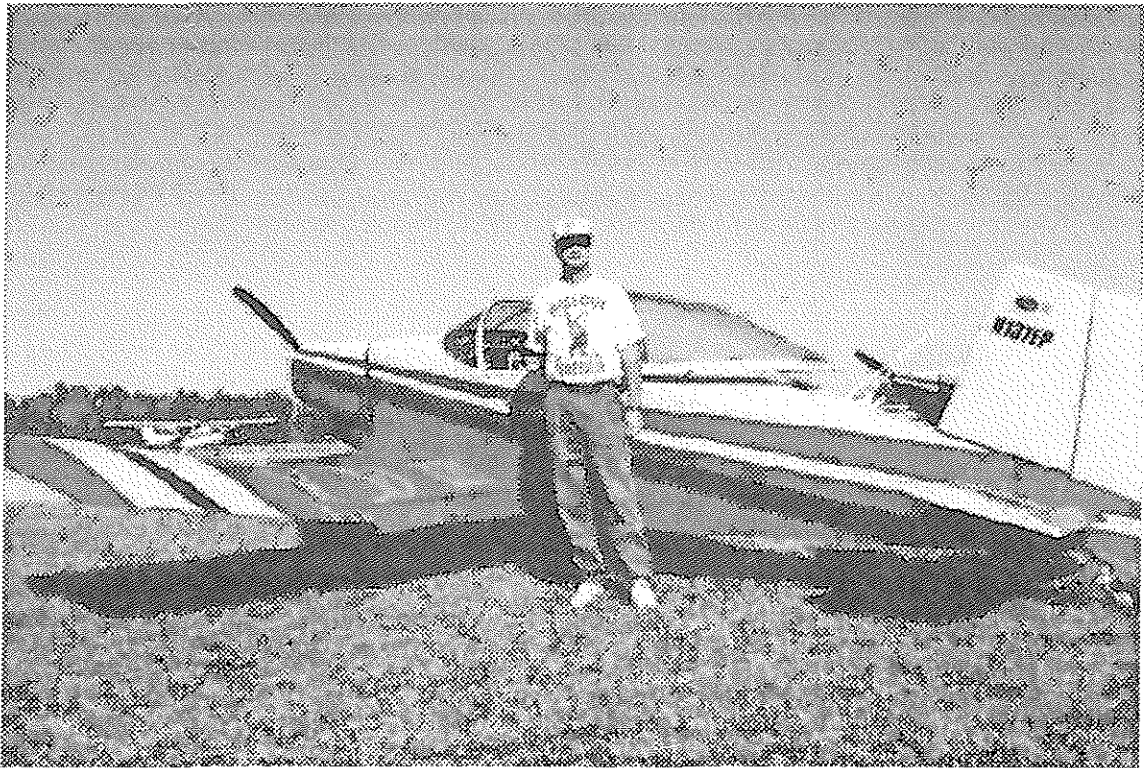


Dear Richard,

While looking thru some old magazines I found this article by Bill Warwick that I think may be of interest to our group. I just picked up some old magazines and I'll have to see if I have the Oct. 87 Kitplanes to see the original article. Also came across some old issues of Model Airplane Magazine and Air Trails from the 1930's & 40's. They are pretty neat reading. Sincerely, Robert Jaeger
"Here's the Letter"

Here Are Some Tips for Thorp T-18 Pilots

I always enjoy stories on the Thorp T-18 (October, 1987 KITPLANES) and agree it is indeed a "classic travelin' machine!" I still enjoy mine very much even though it's a mite tattered around the edges. Seeing pictures of shining examples like Karl and Mazie Lipscomb's gives me the urge to fix mine up a bit. One small correction should be noted in reference to the all-flying tail tab. This surface is most definitely not a servo. If it were, LeRoy Cook would have had a case of PIOs (pilot-induced oscillations) that would have been insurmountable. The tab's purpose is to resist stick inputs and attempt to return the main slab to its trimmed position. Therefore, the tab is more properly referred to as an anti-servo. Having given a fair amount of dual instruction in T-18s, I usually advise a takeoff with trim slightly nose down to avoid the whoop-se-dooos that Cook experienced. Making the climbout with a slight amount of back stick seems to smooth out the neophyte T-18 pilot. Here's another helpful hint for those finding it difficult to flare three-point with forward cg. (180 hp, constant-speed propeller, full fuel, pilot only, no baggage). Normal tendency is to trim nose-up to relieve stick pressure, but maximum tail power is achieved by trimming nose-down, which brings the anti-servo tab into play as an added aerodynamic surface. Naturally this requires more arm muscle to make the flare but doesn't pose a problem to anyone with average strength. Bill Warwick Aguila
Arizona 17 JANUARY 1988

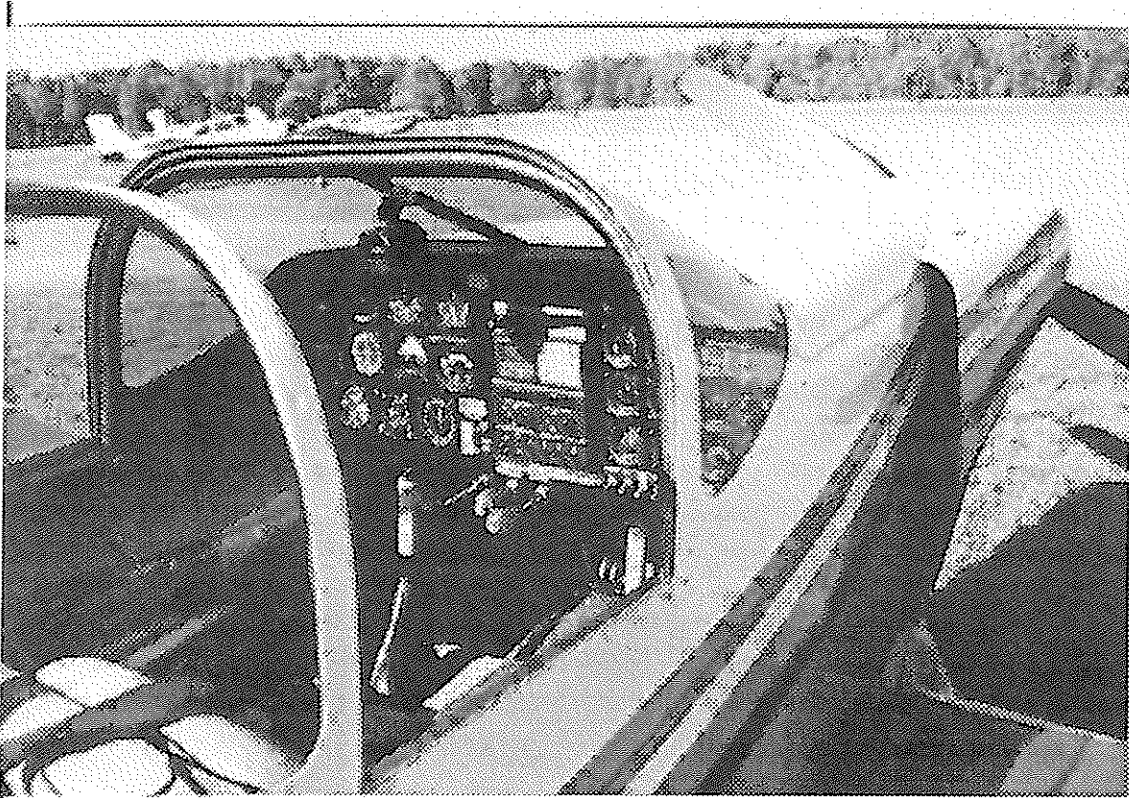


Ed Pernic at Kentucky Dam with his "twin T-18" Lucky brothers I'd say.

get a fuselage out of the basement and I was able to assemble everything there with always the proverbial two most-asked questions; " how are you going to get it out of the basement and what are those little copper bullet-like things sticking out everywhere?". There is nothing like having the project in the basement of ones' home. Many times I had only a few minutes to work, perhaps only to clean up the work space or to get a drawing out to look at something I'd been thinking about or to figure out what's next. Son Dave was still in grammar school and he helped me when necessary. We have a few pictures of each of us getting some hangar time, standing inside the cockpit with the fuselage on saw horses, kind of like a Flintstones Airplane. My wife Pat, bless her, hardly ever complained about the riveting noise even when it occurred at three AM! Time marches on, though, and Dave is now thirty four. This past year, Dave wintered over as a Mechanical Engineer here at the South Pole. Here he built the wing for his own T-18. Perhaps we best leave that story for another time! One thing about a T-18, there's plenty one can do if money isn't available, just keep working. Buy what you need only when you need it. Sure glad I

didn't purchase that slick Loran receiver back in the eighties!

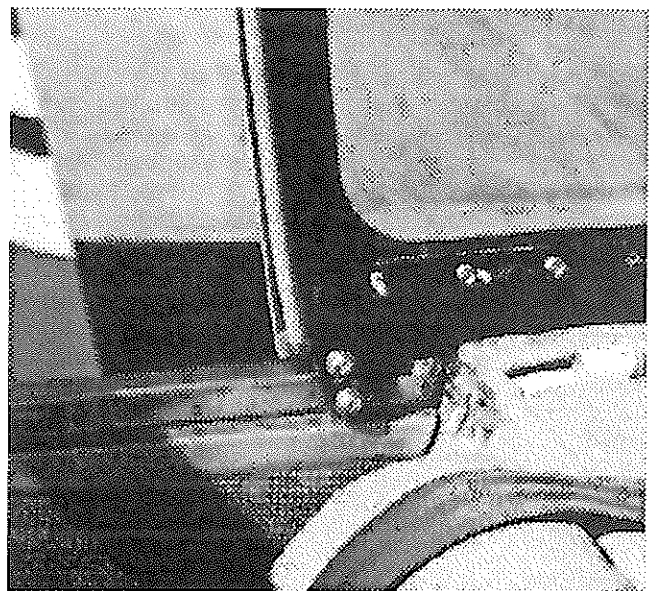
Eventually it was time to take the T18CW apart and get it out of the basement. We were fortunate enough to be able to build a hangar on a beautiful grass strip near home, so on the way to the hangar it passed through the local auto body shop for paint and made to look exactly like N137EP's'. Overhaul and install the engine, reassemble, wire, upholstery, test run engine, these all take an inordinate amount of time. A year to be exact, but this project had dragged on long enough and it was time to fly and fly we must. The moment came on a beautiful evening this past 4th of July, 1998. With a small group of friends we made one quick aborted take off to test the ground handling characteristics. Taxied back to the runway, checked to make sure everything was in the green and took off. We were in the air very quickly, perhaps seven hundred feet or so, We have 2400 feet of runway and by the time we were at the end I was at 500ft and all trimmed up! Took it to altitude circling the airport all the while. I was particularly interested in its slow flight characteristics and stall.



Bob Pernic's well laid out panel! Lots of stuff there Bob!

Nothing unusual, no wing drop off, a little shutter with a gentle break, as nice as can be! According to the flight plan I stayed in the air for a half hour. Came around and landed just a little tail heavy on the first attempt. I could not think of a single thing that I needed to do before the next flight with the exception of the usual preflight. Boy, was I mistaken!
Coming up, Part two: Boro, the airplane. Bob Pernic

Editor's Note: Bob let me take the left seat on this great airplane. It's as stable and solid flying airplane. Lot's of power. Good controls. I've include a picture to the right of one of the neat ideas he has incorporated in his T-18. With a simple slot in the canopy track and a slide lock he has build the canopy so it can be taken off in a few seconds. Slide the lock over move the canopy back till the wheels are in the slot and lift the canopy off the aircraft. Nice feature.. Makes it easy to do clean-up and maintenance on the panel etc.. Thank for letting me fly your great bird! Richard Snelson



Canopy Quick Removal Latch

FIRST FLIGHT

by Elmer Hymen

I am very happy to inform you about the first flight of T-18 529BH. This aircraft was basically built by me, with help from my son Bill Hymen.. The plane was built in 8 years, the same amount of time that it took me to build N36EH a standard plans built T-18 completed in 1977 and I have always flown the plane since then.

With all that flight time in T-18s I had no problem test flying the second T-18. The taxi test and engine runs were done at Greenwood Lake Airport in NJ. I purchased a LYC 0290D@ with only 1100 hrs and a new top overhaul, half inch valves all new top parts at a price I could not pass up.

The plane is mostly plans built using Sunderland wide body and leading edge wing ribs. I did not build the convertible wings because I had bought some parts from a wrecked T-18 from Long Island many years ago also bought parts from an unfinished plane here in N.J. The main wing spar was used in the new plane, also many of the small parts, extrusions etc. also the 2" longer gear was used.

Back to the first flight. It was very straight forward flight of about an hour or so. This plane has a left wing heavy condition that I will work on, also I found that the right flap retracted position was interfered with by the rear attach bolt at the fuselage. Grinding out the nose of the flap fixed this and helped the left wing heavy condition somewhat.



Foreground Red Thorp 529BH just after 10 hrs of flight time. In rear 36EH 21 years old with 900 hr of fun on her!

The plane has a VFR panel with xponder & encoder, a VAL com radio also a GPS with space for more equipment on the right side.

The 0290 D2 engine has a MA3SPA carb that has the venturi and float changes but I think the carb may need some changes as I'm not getting good static run up, anyone that has more info on this problem would be appreciated. Also in level flight does not get near red line. I enjoy the newsletters very much. Thanks Elmer Hyman

PASO ROBLES BAR-B-Q

by Chuck Borden

Thorp T- 18 Bar-B-Q at Paso Robles Municipal Airport Febru@ 20th, 1999 I know it's probably hard for people on the East Coast to understand Californians having Bar-B-Q Fly-Ins in February. But one of our closely guarded secrets is that the weather in late February is always pleasant in Paso Robles. March is a different story. If you want to move out here, remember the earth shakes once in awhile. The planned event turned out spectacular, we fed 100 people and 16 T-18's flew in from as far away as Tucson, Arizona. We started serving at 1 PM and a brief award ceremony followed while every one enjoyed Bar-B-Q Tri-Tip steak, prepared with Fran Newman's famous Texas Steak Merinade. Awards were given for the following: Best Standard T-18, Best Non/Standard T-18, Oldest T-18, Furthest Distance, Spot Landing on arrival.

Winners were:

Best Standard T-18

Jim Cooper N7618T Rancho Palos Verdes, Ca.

Second place

Vern Passmore N25VP from Wilmington, Ca.

Third place

Steve Hawley N90082 from Tucson, Arizona

Best Non/Standard T-18

Gus Gordon N633GG from Granada Hill, Ca.

Second place,

Byron Janson N3647C from Redlands Ca.

Third place,

Carl Daughters N647C from Arroyo Grande, Ca.

Oldest T-18,

Bill Melly N6GN from Camarillo, Ca. (flying 32 years)

Farthest distance,

Steve Hawley from Tucson, Arizona. (523km.)

First place spot landing-Richard Schaefer N41RS from Torrance, Ca.

Second place,

Laffy Kruchten N7088 from Redondo Beach, Ca.

Third place,

Flying a Stanley Screamer, Dale Stanley

N54ODD, Paso Robles, Ca.

Several people have told me, this was one great event. Maybe so, but not without the help of the of many especially the following people: 9 Hosts Bill and Joyce Carlson Cooks: Rex Awalt, Oscar Bayer, Linda Borden and Dion Holton, Registration and PR: Tony Ginn and Tom Hunter Spot Landing Judges : Darrel Radford and Neil Koellish, Aircraft Judges : Mike Laubach and Dale Stanley, Big Band Music and PA system: Marv Fenton

There was no charge for the Bar-B-Q for T-18 pilots, passengers and builders. However, donations were accepted to cover expenses. Our policy was to put on as good an event as possible and let everyone decide what it was worth to them. Too many times I have shown up at a Fly-In, put my airplane on display and had to pay for the privilege. That is why I will not take any-more homebuilt aircraft to Oshkosh. With the paid gate that the EAA has at Oshkosh I would think that the people that risk their aircraft to put them on display at this event should be waived any fees. Without participants there would be no Oshkosh. Therefore I decided that this was not going to be a moneymaking event. So far the total for putting on this Bar-B-Que was \$325. The donations brought in a total of \$435.50. After all the bills were added up the remainder, \$110.50 will be donated to EAA chapter 170 for sanctioning the event and getting the insurance coverage. Next year the Bar-B-Que will be held one month later. Although the weather was great in Paso Robles we know it was not so great elsewhere. I had a lot of calls from T-18ers saying they would come if the weather cooperated. The date for the Next Bar-B-Que is Saturday March 18, 2000. Let me know if this interferes with anything. Sincerely Chuck Borden

FLAP ARTICLE FEEDBACK

by Tom Hunter

To Richard Snelson

From: Tom Hunter

Subject : Article in Newsletter 108 on building wing flaps

I would like to make a few comments. I did have the benefit of building my first set of wing flaps in John Thorp's shop many years ago. When I built my second set to match the new wet wing following Lyle

Trusty's configuration, I used the match hole tooling and an extra set of trailing edge holes to make the correct bend for the leading edge. It still works after all these years! The following is a brief description of the process.

If you look at the profile of the flaps, you will notice that there are 2 bend radius on the leading edge. The tooling that was produced in John Thorp's shop and used by hundreds of builders took into account the 2 bends that make up the leading edge and the template had an additional length of material with an extra set of trailing edge holes which were used only to get the correct radius and then cut off to make the final part.

It is easy to see how this works if you shear about a 2 inch by 40 in length of .025 sheet and then try to create the correct leading edge profile by holding the trailing edges together and applying pressure to the metal.

It is not hard by trial and error to find the correct location of the 2 points that you will need at the trailing edge to get the leading edge to come out properly. It might involve the use of several "test strips" but you will see the required location of the second hole location at the trailing edge. Once you are sure that your test strip can be bent correctly using the 2 trailing edge bend points

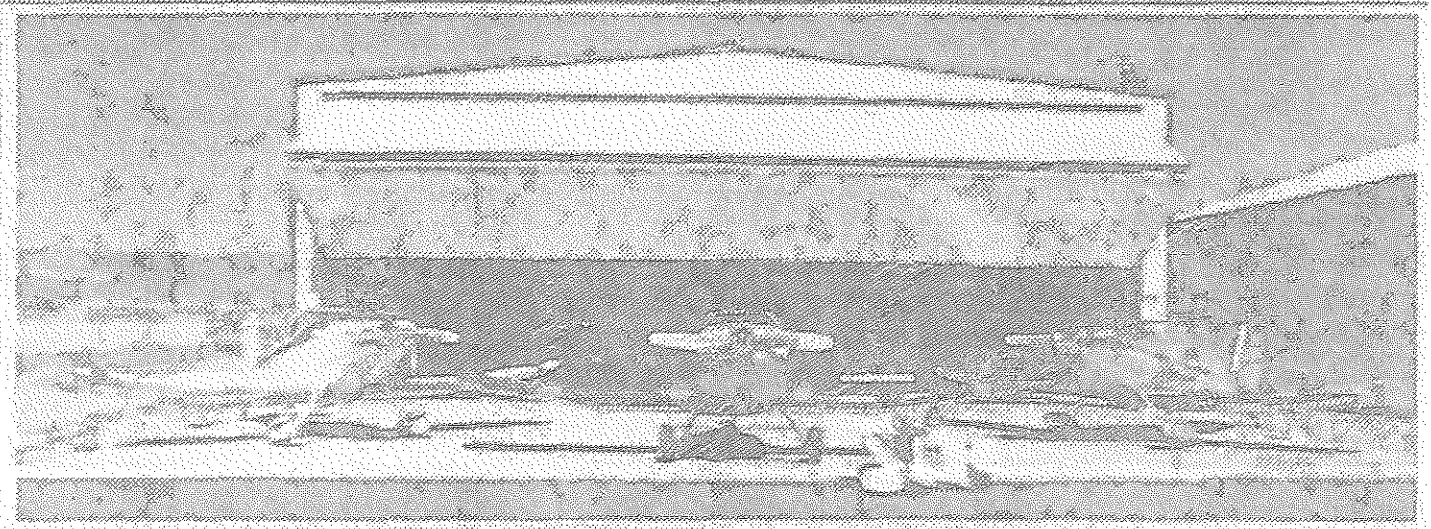
that you have found by trial and error you can transfer this to your template.

You will want to lay out all the rivet holes in your full sized template. I suggest you use a .040 sheet for your template. This is what was used in John's shop and it makes it easier to transfer the holes to the actual part. Please remember that you will want to make your lay out square and true since you are using match hole tooling, the rivet holes are your gig. If, for example, you do not get all the trailing edge holes laid out absolutely parallel, then the flap will be warped when you bend it and when you rivet it together.

Bending the full sized flap skin should take you at most 5 minutes. You cleco the first trailing edge together and lean into the skin with a two by four covered with a towel. Then you lean into the re-cleco'd skin and finish the bend to get the second radius. Then cleco the correct trailing edges together and check the profile with a flap rib. Remember the skin will bend more easily at the ends than in the center of the span. That is a minor problem however, since you only have end ribs and the one little leading edge rib.

One last thought. When you rivet the trailing edge together, put all the rivets in the trailing edge and clamp the inverted trailing edge to a flat bar stock 48 inches long and back rivet. It doesn't matter if the rivets on the top are flush or dome heads so don't worry about that. You will end up with a perfectly straight trailing edge.

Colorado T-18 Fly-In



WHEN: June 11 -13, 1999

Where: Fremont County Airport (1V6), Cañon City, CO

Accommodations: Cañon City Inn 719-275-8676

Special Rate: \$60 per night including tax. Ask for the Giffin T-18 party.

Cancellation: by 11:00 a.m. Friday, June 11th.

For details or to let us know if you plan to attend, call:

Walt and Bev Giffin 719-547-2906

John & Vicki Evens 303-420-2724

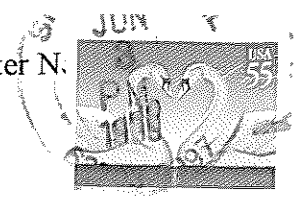
Dean Cochran 303-466-3472

CANON CITY, FREMONT CO (1V6) 5439° 6E 38°25.70'N 105°06.33'W. (719) 784-3816/ -0562. All days, nghts on req 784-0562, 275- 8022. KRLN 1400 D. →Gldrs. Ultraights. Shldrs sfl/wet. Ben. *PCL: 122.8 - 11/29, REIL, VASI (5x).			
CTAF APC/DEP U-122.8 DEN Cntr 128.375	TPA ENCL: 6280	FT.L. (710): Cañon Inn Hotel 7 mi 275-8676 B.W. Royal Gorge Motel 11 mi 275-3377	On Fld (710): Office (U) 784-3816 Park Pnt 100, Jet Maint Crisy & car rent Lounges & supplies
FSS: DENVER 122.2 VOR FREQ RAD NM FCS 108.80 216° 22 PUB 116.7 271° 33	0600-2100 wknds 2 nm rad R-271° 32.9 nm PUB VOR		

(Airport Diagram Courtesy of "Flight Guide")

EAA Chapter 808 Sanctioned

This is an informal get together. If anything unfortunate should happen to you or your airplane, it shall not be the responsibility or liability of the above mentioned persons, EAA Chapter 808, or the Fremont County Colorado Airport.



T-18/S-18 Thorp Newsletter
Richard Snelson
Route 3, Box 295
Clinton, IL 61727
Phone: (217) 935-4215
email: rsnelson@dave-world.net

713 468 7372



Colorado Fly-In is June 11-13

It's "Red Circle Time." Please check if you have a red circle on the label. It's means I have not received you 1999 dues.

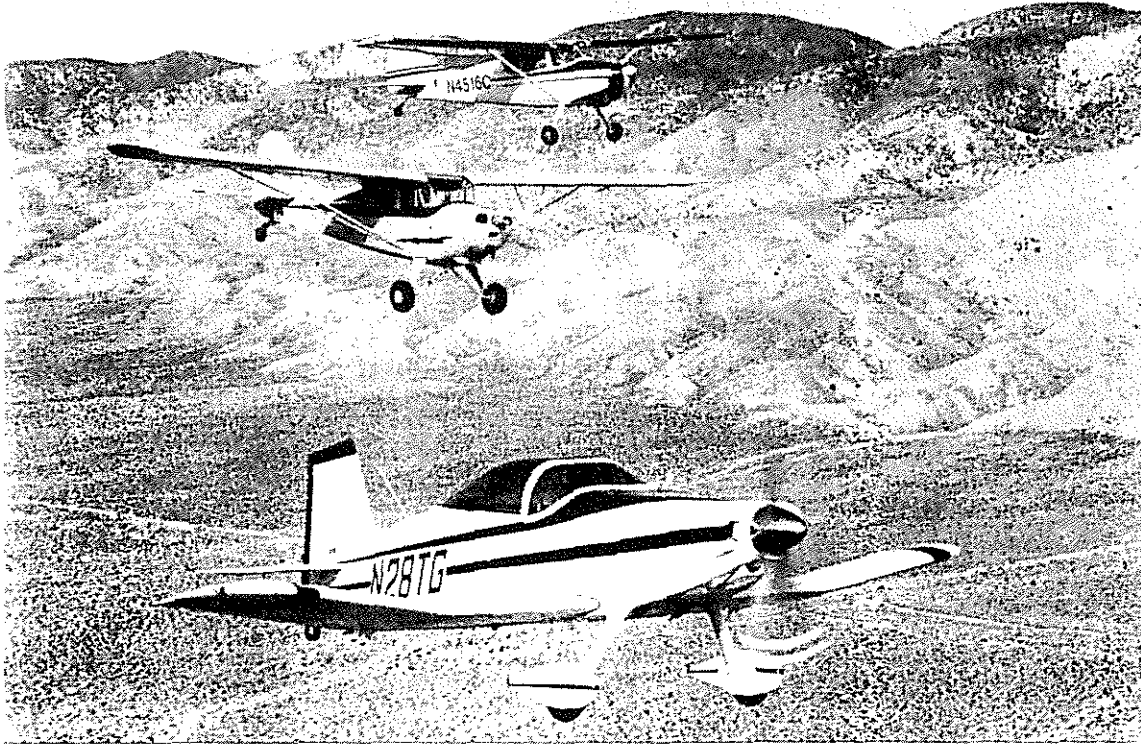
Please!

THORP T-18/S-18 MUTUAL AID SOCIETY 1999 DUES

Please continue your support of this valuable exchange of ideas, building tips and safety information covering John Thorp's great design. Make checks payable to Richard Snelson, Route 3 Box 295, Clinton, IL 61727 \$25.00 US, \$30.00 other.

Name: _____
 Address _____
 City: _____ State _____ Zip Code: _____
 Phone: _____
 Aircraft: _____ Hours on Aircraft: _____
 Email address: _____
 Notes: (Building?, Flying?, Thinking about it?etc.) _____

T-18 NEWSLETTER



Tony Ginn in the lead with the flying "Ginn's" in trail. Don't let them fool you, they all have Thorp T-18s hidden somewhere!

IN THIS ISSUE:

Become a Thorp Ambassador
T-18/S-18s on the World Wide Web
Letters to the editor
Colorado Thorp Fly-In
Oshkosh 99
Ecklund Engineering Components
For Sale Items

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