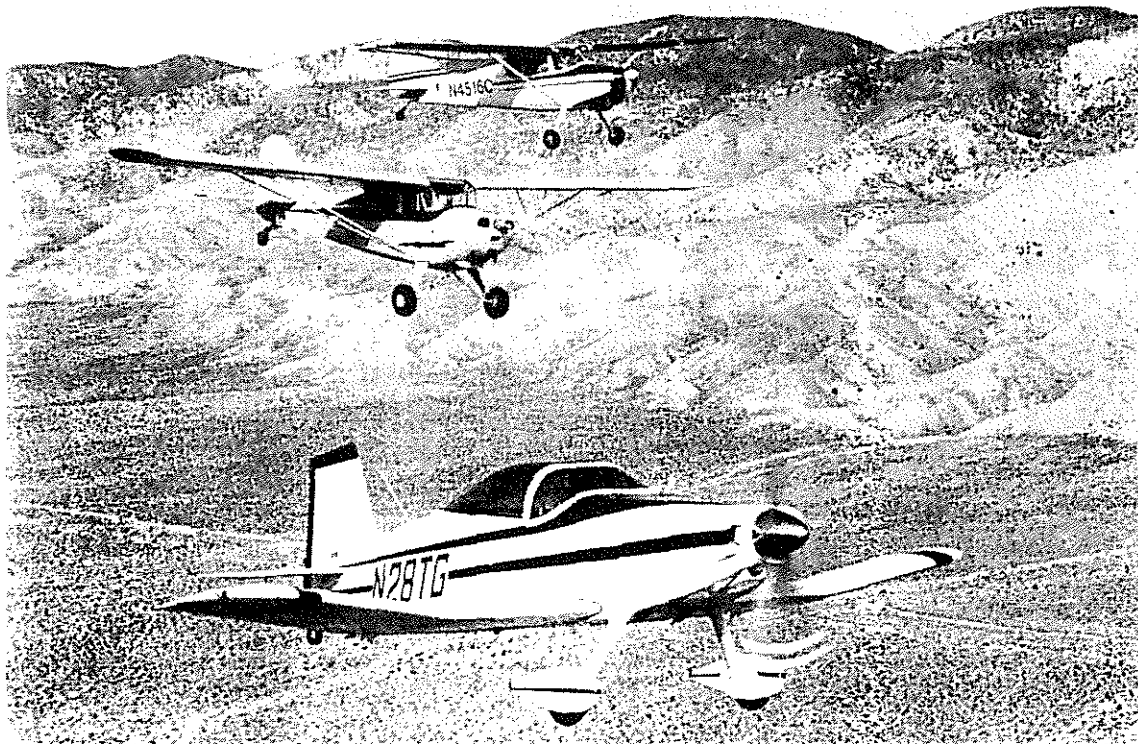


T-18 NEWSLETTER

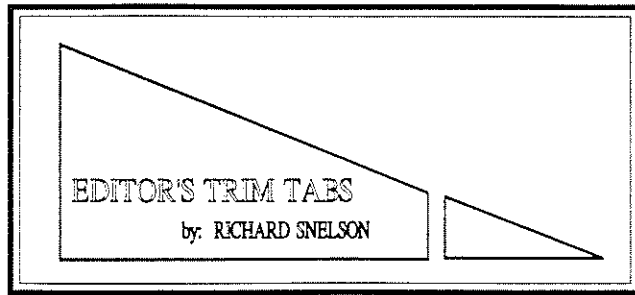


Tony Ginn in the lead with the flying "Ginn's" in trail. Don't let them fool you, they all have Thorp T-18s hidden somewhere!

IN THIS ISSUE:

Become a Thorp Ambassador
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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.



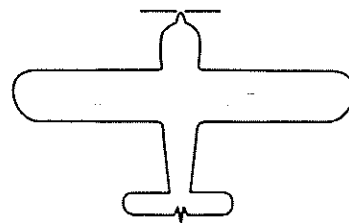
To The T-18/S-18 Mutual Aid Society.

New interest in our great Thorp aircraft continues. Not a week goes by without a new name coming in via email or a phone call after a visit to our Thorp Mutual Aid Web Page. Now it's my goal to update and modernize the homepage "Web Page." to attract even more folks to the Thorp Aircraft Family. I've purchased a new computer system and new software to publish to the web site. This new software will make it easier to update and maintain the site. The size of software packages has grown so much that disk drives are filling up quickly and it takes more and more computer memory to run the programs.

The next source of new T-18/S-18 builders and owners come directly from contact with you, the members of the Mutual Aid Society. Proud owners are telling the folks they meet about this great Thorp aircraft. Hundreds of rides are given to pilots unfamiliar with what a pilot's aircraft is really like. They come away from a ride or visit with a great big smile and always want to know more about either building or buying a Thorp. This is a great service all of you are doing and it pays a tribute to John Thorp and his family of aircraft. I have an idea that will make this exchange with the new folks even easier. That's to have Thorp owners that wish to be Thorp Ambassadors listed on our web site. One or two owners in specific states and countries that would be willing to discuss and show off their aircraft. Let me know, by email, mail or phone that you wish to be listed as the Thorp Ambassador of your area. I'll put this information on the web page for folks to find you.

Another gentleman has joined me and my effort to promote the Thorp aircraft. His name is Luis A. Hernandez, Jr. and his Thorp web site is located at: <http://www.t18.net>. He has put a lot of effort into the site so please visit it soon. He has excellent graphics and good links to other Thorp sites.

The Kentucky Dam Fly-in was last week, and I have to tell you that this one really got rained out! Lots of rain. We did have six Thorps on the field Saturday, but they were stuck on the ground for the day. Oh sure, one or two test hops to check the ceiling and visibility did launch. It's hard to keep Jim Paine on the ground! Jim did reserve the Kentucky Dam Resort for the next three years for the Fall Thorp event. This would have been a good one because all the Thorp rooms were booked ahead of time. Sorry you folks didn't make it. We missed seeing you.



This is a flight safety item!

Two older T-18 aircraft has been observed, within the last few months, to be missing the stainless steel strap that folds around the leading edge of the servo tabs. Both owners of these aircraft have been made aware of this mandatory modification. How many other Thorps are out there without this strap? If you did not build your aircraft check it before the next flight! Install this modification. Now!

Two long time members of the Thorp Mutual Aid Society have passed away. We will miss them.

Nate Eastman--Kimball, NE
Floyd Myers --Ogden, UT

T-18/S-18s on the World Wide Web

This will be a new feature in the Thorp Newsletter.

During the Thorp forum at Ky Dam, I asked how many individuals had computers and used them for email and to visit the world wide web. I didn't take an exact count, but over 90 % of those present said they did. So I think it's timely as we are about to get past Y2K and into the year 2000 to discuss some of the many ways we can exchange information, email, eMail Lists, homepages and finally world wide web sites. I'm sure it won't be long until we are sitting in front of our computer screens with tiny tv cameras connecting us all for an evening of talk and exchange of Thorp building information. Until that time, here's another great idea!

The first topic for this feature will be eMail List. An eMail list is a simple way for a group of individuals to exchange information, or ask question about a subject they have in common. In our case that would be the Thorp aircraft. To be a part of the eMail list you subscribe (join) it. There's no cost for being a part of this eMail list. After you join you will receive all the email that occurs for the Thorp eMail group. To ask a question, you use the eMail list address and submit (email) your question. It goes to all the members of the list. Anyone on the list is free to respond to your question or to add another question to it. Any time that you wish to leave the list you can, by sending an unsubscribe message to the list.

The Thorp Mail list is up and running and it's waiting for you to join for the great information exchange. I'll be there along with Bob Highley and several other members that will help answer your questions.

To join the list, using your web browser go to the following address

<< <http://www.onelist.com/subscribe/thorplist> >>

Follow the instructions on the web site to sign up.

To send email to the list send a message addressed to <<thorplist@onelist.com>>.

Members can check out the archives of past Thorp questions by going to the following web address.

<<<http://www.onelist.com/arcindex.cgi?listname=thorplist>>>

This email list currently has over 20 members and, although not extremely busy, it allows us to stay in touch, meet other Thorp drivers/builders, share building and flying tips, and more. Anyone with an interest in the T-18/S-18 is welcome to join us.

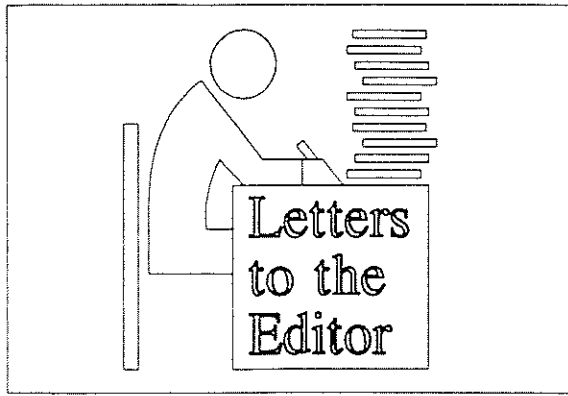
Thanks to Luis A. Hernandez, Jr. <mshopper@iag.net> for starting the Thorp eMail List.

Visit the following Thorp Sites:

<<<http://homepage.dave-world.net/~rsnelson/thorp.html>>> (My current Thorp Site)

or

<<<http://www.t18.net>>> (This is a new site that Luis just put on the web.)



Rich:

Update from Classic Sport Aircraft.

We recently returned from the Northwest EAA Fly-In at Arlington, Washington. Great week, the weather was wonderful--no rain--and the pilots from Canada really took advantage of the good weather as they were there in record numbers Thursday thru Saturday. I believe the count on Saturday was 74 from Canada.

As usual, the Taylor family, Jeff, Bob, Steve and Tyson were out in full force to support the S-18 T-18. The other Man- Of-The-Hour, Cecil Hendricks, chaired the Thorp Forum just to make sure everyone knew about Thorps. Congratulations are in order for Jeff Taylor, from Snohomish, WA. (Who allows us to put his plane in our booth each year at Arlington) and Jerry & Alice Denham both received awards for their beautiful Thorps.

We did not make Colorado, as planned, due to too many weather changes, but understand those who attended had a great time. Porterville, Golden West and Copperstate are ahead and we hope the weather is great for these Fly-Ins.

Another subject for builders ---Hal Underwood of Lancaster, Ca. had questions on the 30 deg. versus 40 deg. flap settings. The confusion was enhanced by the drawing. The S-18 drawing 631A had been updated, but he had an older copy. The other drawing that relates to this is the S-18 drawing # 743 which was correct. As indicated before, I am implementing a revision

system for all S-18 drawings. I hope to have this accomplished by early next year. I will send you a drawing revision list in the near future. In the interim, anyone wanting to know the latest drawing on the S-18 can e-mail or call and I will update them. E-mail: s18thorp@lightspeed.net or phone 7 - 8 am or 6 - 7 pm at (559) 539-2755.

I would like to let the new builders and those interested in the S-18 and T-18 that we produce a complete Kit for the S-18 and parts for the T-18.

Sincerely,
Classic Sport Aircraft
Mike Archer



Editor's Note: The following is a note to Lyle Trusty, his response, followed by a response from Classic Sport Aircraft

Subject: RE: Flap limit
From: DadTrusty@aol.com
To:halcarol@ca-connection.com

Hi Lyle- Haven't bugged you for a while so thought it was time. Frank and I were looking at the S-18 plans which call for 40 deg flap max Frank says he's heard of pitch down problems with that much flap and so we were planning to limit the flaps to 30 degree. What do you think?

Hi Hal
John Thorp recommended the flaps be limited to 30 degrees after someone encountered a "bunt" at forward CG and 40 degrees of flaps. The horizontal tail size was originally designed for a wing without flaps, which were subsequently added after Bill Warwick flight tested his airplane. Bill found that without flaps the landing approach was flat and fast. Adding flaps slowed the airplane 5 mph and steepened the approach

to normal, but it also increased the nose down pitching moment, in the worst case to a value higher than the horizontal stabilizer could overcome. Then, of course, when the horizontal stabilizer reaches it's stall angle of attack the bunt occurs. John thoroughly analyzed the problem and concluded the best solution was to limit the flap travel to 30 degrees. Subsequently he put that word out to everyone.

This is something you have to flight test for. If you want to have 40 degrees of flaps available to you. It involves ballasting the airplane to a gross weight/forward CG condition, climbing to altitude (more than 3000 feet AGL), and stalling the airplane in all flap positions. Worst case is at 40 degrees, fwd CG limit. Slow the airplane in a level 1g stall maneuver until it encounters a normal power off stall, or until the horizontal stabilizer stalls and "bunts" the plane over on it's nose to a vertical dive. (It's amazing how fast you can reset the flaps in that flight attitude). After that, reset the CG aft about an inch and repeat the test. When you get it set so the airplane doesn't encounter the bunt anymore with 40 degrees of flaps you have established your forward CG limit.

Every experimental airplane should be tested to determine both forward and aft CG limits, and a weight and balance report developed during the flight test period. Certified aircraft undergo these tests to define the CG envelope and the owner's pilot never has to think about them.

Lyle Trusty



Hal:

I received a copy of Lyle's response regarding 30 versus 40 degree flaps. As he indicated, 30 degrees is required and is called out on the S-18 drawings. I checked Frank's drawings and his 631 Installation Dwg. is obsolete. That drawing was

updated and reflected the 30 degrees. The 743 dwg. of the flap bracket is 30 degrees, so if the part was built to the S-18 743 dwg. it would be correct.

I started a drawing update for reidentification and a revision system for all S-18 drawings. This is being done to eliminate this type of problem. Too many drawings with different information with no revision letter. I will drop off a drawing revision list at Frank's the next time I am over that way. Any questions, please don't hesitate to call. Thanks. Classic Sport Aircraft, Mike Archer

Editor's Note: Printing the drawing revision list in the newsletter would be a good idea. How about sending it Mike?



Subject: T-18 Parts For Sale

From: "Lee Walton" <lwalton@enron.com>
Richard,

If at all possible would you mind including the following in the next issue of the T-18 newsletter. I have some parts that need to find a T-18. Thank you. Lee Walton

T-18 Parts For Sale

<2> Sets of Fiberglass Thorp/Style Cowlings - These are the remaining two from a set that my father made for a group of T-18ers.

<1> Left Hand Aileron for the folding wing with the integral Aileron Trim Tab

<1> Instrument Panel - I believe this one came from Sport Aircraft when Ken Knowles still owned it (No holes cut)

<1> Wheel Pant - No holes cut.

<1> Set S-18 Plans - Not used

All prices are up in the air (within reason). I'm just trying to get them out of my garage and onto an airplane. I can be reached at work during the day 713/345-5652 or 713/479-7223 or by e-mail lwalton@luminant.com

Subject: Propeller pitches
"William Hymen" <t18_pilot@hotmail.com>
Hi Rich,

I have a propeller question/problem.

We have a O290 D2 on our 900 lb T18, and Sensenech recommended at 66 diameter x 74 inch pitch wide-chord prop. However, we can't get the recommended RPM on the engine.

We tried the 74" pitch prop on another T18, which has an O290 GPU with an O340 crank, and the extra horsepower really works well with the higher pitch prop.

During this test, we simply "swapped props" and put a 68" x 64" pitch narrower-chord prop on the O290D2 t18 (lower horsepower), and the RPM came up much higher.

Do you have an idea what diameter and pitch is recommended for a light T18 with a lower Horsepower engine, like the O290D2 ? Its not a strong engine. Bill Hymen

Editor's Note: Drop Bill an email if you can help with the prop question.



From: "Glenn Smith" <oakav@earthlink.net>

Richard,

I would like all back issues. I'll send you a check. I bought a 'per plans' Thorpe with an O290 converted engine, 400 hrs. TT engine and airframe. Excellent metal work. Light, stock, no mods. Beautiful Imron blue and white starburst paint. It's been sitting for a couple years so we are going to start the annual next week. I can't wait. I fly 'non-fun' type airplanes for a living... this is my mid-life crisis sports car.

I am going to fly to Porterville for the fly-in. Probably won't have the Thorpe ready, but I'm going anyway! Thanks for the response.
Glenn Smith

Editor's Note: I've been having a mid-life crisis for about 30 years!

From: "Miles Day" <milesday@hotmail.com>
Dear Richard

I have purchased a Sunderland / Thorp S18 in Australia. I am learning to fly and have been told by our Civil Aviation Safety Authority (CASA), that I will not legally be permitted to train in the aircraft unless dual brakes are fitted. Currently there are only brakes on the left hand side.

My only option appears to be to find a friendly licensed aircraft mechanic to assist me with installing and signing off the installation of dual brakes.

I have the drawings that were used in the construction of the aircraft, they are only for single brakes.

There are no mounting tabs on the right hand side rudder bars for the dual brake pedals, also there are no mounts for the bottom pivots of the right hand side master cylinders. The manifold block that the brake lines from the left hand side master cylinders connect to, appears to have additional tappings for the right hand side brake lines.

To perform the dual brake installation and satisfy CASA, I require drawings for dual brakes. It appears that some of the original brake componentry was purchased from Ken Brock.

I was interested as to whether there are existing drawings and componentry available to perform the dual brake installation. Any information you can provide would be greatly appreciated.

Best Regards

Miles Day

290 Church St Richmond, Victoria Australia
3121.

email.milesday@hotmail.com

Editor Note: I was able to steer Miles to the right folks to help get him information on dual brakes.

Dear Rich,

My name is Mike Murchie & I've recently come into possession of a rather poorly built, unfinished T-18 project which I've been dismantling to extract all of the beautifully machined & welded Ken Brock (?) parts to be used in a new project. These items include such items as the landing gear A-frame, engine mount plate, battery box with brackets, tail spring, elevator push-pull tube, wing spars (require changing a few rivets to correct size), all firewall machined bits & pieces, etc.

As I'm not really interested in building a T-18 (sorry), I'd like to find someone who ~~would~~ really like to acquire these parts, along with the planset, & put them to good use. At the very minimum, I'd like to trade for a set of Wittman W10 plans, landing gear, & the remainder as cash.

Any assistance that you can give in directing this info to the right person would be greatly appreciated. Mike Murchie RR#1, Site 10, Comp. 7, Fort St. John, B.C.
V1J 4M6
CANADA
PH/FAX 250-785-5653



Richard, below about 3/8ths of a tank, I was having fuel-feed problems with my gravity-feed fuel system T18. Finally discovered the problem was the hookup to the forward-facing tank vent - it had become disconnected because I'd used a plastic hose and no clamp at the tank fitting. The hose had shrunk in length enough to pull itself off the tank fitting. The tank vent hose is now rubber fuel/emissions hose with a clamp securing it to the tank fitting! Enclosed is a table which shows the pressure rise in the tank from ram air effects. The speed is in 2-knot increments from 60 to 160. Ed Pernic N137EP. "Pernic, Edward"
<Edward.Pernic@AlliedSignal.com>

Editor's Note: I've left off Ed's table because of space considerations. Anyone wishing this data can contact Ed via email.

Subject: my S-18 project

From: *With-holding name to protect editor!*

Organization: Attorney-At-Law

Dear Mr. Snelson:

Saw your article on the net and wanted to contact you concerning a Thorpe S-18 project that I bought partially completed. Much of the work is done. I must build a right outboard wing, install the panel and canopy, plus firewall forward and interior.

I have been looking around for an engine, but don't know what types of engine have been successfully used. I have found a 220 h.p. Lycoming radial engine. I have also located a 220 h.p. Franklin engine. Do you know if anyone has ever used this large an engine on a S-18?

I also wish to contact a builder of a Thorpe in my area, which is the northwest corner of Alabama, about 120-150 miles from Birmingham, Memphis, and Nashville. Do you know of any one?

I would like to not place a fuel tank in front of the panel, but use this for luggage. Is there sufficient area in the wings to hold sufficient fuel for cross country flights? About how many gallons?

How to I contact Classic Sport Aircraft?

Thanks for your help. You have a beautiful aircraft. What type of engine and prop do you have and what are the performance figures? I would like to get your telephone number.

Editor's Note: Comments any one!! I'm not sure xxxx will ever email me again, after my response.

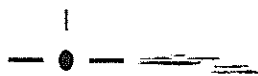
P.S. He still hasn't ordered the past newsletters! Don't you think he should.

Rich,

The post office did a good job getting the newsletter to me, forwarding it twice! First to the rental that we stayed in while we built our house and hanger, then to our new house. The new house is at Alta Sierra, a private airstrip. The hanger is a 50-foot walk from the house. The driveway-taxiway has a 15% slope. A little scary first time down, but Fat Cat handles it well. We have a sweeping view of the Sierras from the house and the hanger. Our new address is 17436 Airport Ave., Grass Valley, CA 95949. Telephone: 530 273 2164 and E-mail: harveym@nccn.net.

The airport is on the San Francisco sectional and all T-18ers are invited to drop in. Call first to get directions on using the strip - it is one way - land uphill with a tailwind, take off downhill.

With a new 36x42-foot hanger and time on our hands a new project is calling. I just bought two partially completed Volksplanes. With Fat Cat satisfying our fast transportation needs. I wanted an open cockpit, low and slow, fun plane. Besides learning new wood and fabric skills, I will have another subject to apply my aerodynamic ideas to. That design could really use some aerodynamic cleanup!!! Harvey and Stephanie Mickelsen



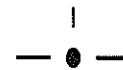
Dear Richard,

Sorry to hear that you will not make it to Canyon City next weekend. I plan on going and have invited Al Pereira (T-18 builder and new Tucson resident to go with me. We will leave Tucson Friday morning about 9. Should take a little less than 4 hours.

Here is my dues for the NL. Sure do appreciate your work.

Here is a tip someone might be able to use. When I was painting some of my Buker parts yellow, some overspray drifted back into the hangar and got on my gloss black T-18! I was sick. Gus Gordon told me about a product called CLAYWAX sold at any automotive store. I found some at the local Pep Boys and tried it. It is unbelievable! It now looks better than before. I sure will be more careful next time.

It is hard to believe but I have now been flying my T-18 20 years. It took seven years to build so that means I started it 27 years ago. Here are some prices from that era: 4'X12' sheets of 2024-T3, .025 was \$14.20 per sheet. A landing gear from Merle Jenkins (long leg) was about \$175.00. I paid \$1,500 for my Lyc 0-360 A3A but had to overhaul it. I think the canopy and windshield were \$425. Counting inflation, maybe the prices aren't any more now! Hope to see you at Kentucky Dam in October. Steve Hawley



Rich & RoxAnne.

Hope all are doing fine. Did you ever pick up another Thorp project? Hope to see you in the air again soon. I'm afraid I won't be able to make the Colorado Fly-in. My folks and my brother will represent the family.

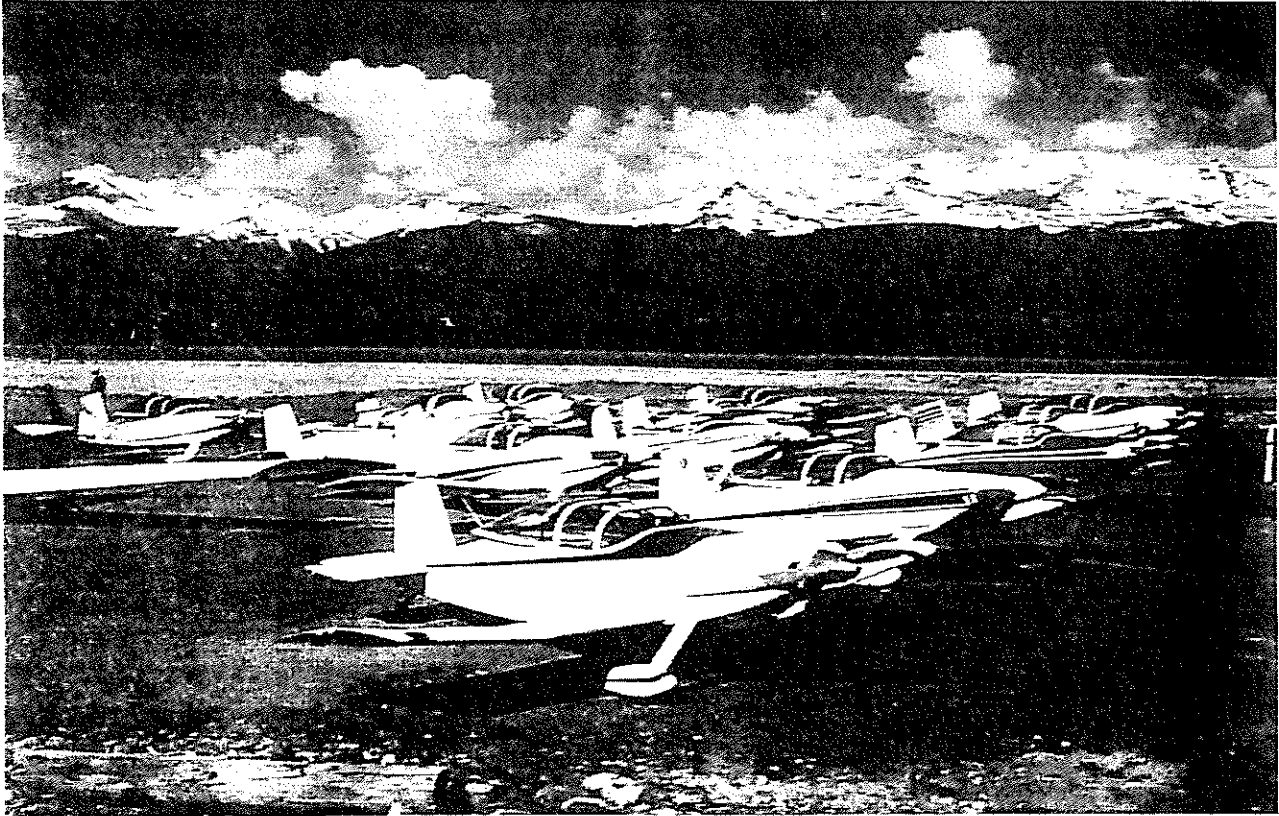
Enclosed is some dues money and a picture of my "kid" that are flying. Mom and Dad have the 47 Aeronca Superchief right now but it will soon go to my brother in Colorado. So he can teach his kids to fly. We've got to keep the tradition alive.

Take care and thanks for keeping the T-18 M.A.S. alive and well. Kind Regards, Tony Ginn.

Editor's note: Tony and his "kids" are on this newsletter cover. Great shot Tony.

Colorado Thorp Fly-In

by John Evens



This beautiful shot of the Thorps with the mountains in the back ground is posted on our web page.

The first Colorado Thorp fly-in, June 11th-13th, was a great success. It was hosted and planned by Walt and Bev Giffin in their beautiful hangar at Fremont County Airport near Cañon City, Colorado. They were helped by John and Vicki Evens, and Dean Cochran, along with a tremendous amount of support and assistance from the airport manager, Dick Baker. Dick owns a beautiful T-18 himself. With the help of Dick and others, we had free hangar space for at least 20 T-18's, and with the threat of afternoon thunderstorms it was greatly appreciated by all.

The count showed 20 T-18's in attendance and several T-18 "Wannabes" (something called an "RV"). The Thorps came from Florida, North Carolina, Texas, Arizona, Washington, Missouri, California and Colorado. Some of the long distances flown and driven were testament to the airplanes we love and the friendship and camaraderie of our group.

Friday morning was exciting, with a rampaging bull on the field. After jumping over the tail of a sailplane, he was finally corralled. From then on many low passes over the runway (also known as "bull checks") had to be made.

Close to 50 people had arrived by Friday, and pizza and cold drinks were served at the hangar that evening. Saturday dawned with low winds and clear skies. After a short mountain flying briefing, 13 Thorps (and a couple of RV's) took off in groups of 3 or 4 to the West and into the Rocky Mountains, landing at Leadville, the highest public use airport in North America at 9927' MSL. Many beautiful sights were seen along the way, including the Royal Gorge Bridge west of Cañon City, beautiful mountain lakes, and some of Colorado's 14,000' peaks. Donuts and Coffee awaited us at Leadville, and many landing certificates were awarded (and expensive T-shirts and caps purchased). All agreed that it was a great and exciting trip.

A planned trip for lunch and on to a tour of the Royal Gorge, for the ladies, was canceled due to lack of participation. However, several of the group made the trip by train to the Gorge by themselves later on Saturday. Perhaps ten people also made a trip that afternoon to see the facilities of Bob Henderson, who does bronze sculptures of aircraft. A beautiful T-18 done for Dick Baker, and a large memorial to singer/pilot John Denver were on display at the Giffins' hangar. A couple of his aircraft sculptures are mounted at the airport, and his work can be seen, among other places, at the Air Force Academy in Colorado Springs.

There was quite a bit of flying and looking at T-18's all day long until the "Thunder Bumpers" began to build again in the afternoon. We got some heavy rain, which soon cleared. All Thorps were safely tucked away before the storm. That evening, we all enjoyed a banquet of prime rib at the Cañon Inn.

Sunday morning was the time to say our good-byes, and wish good friends a safe journey.

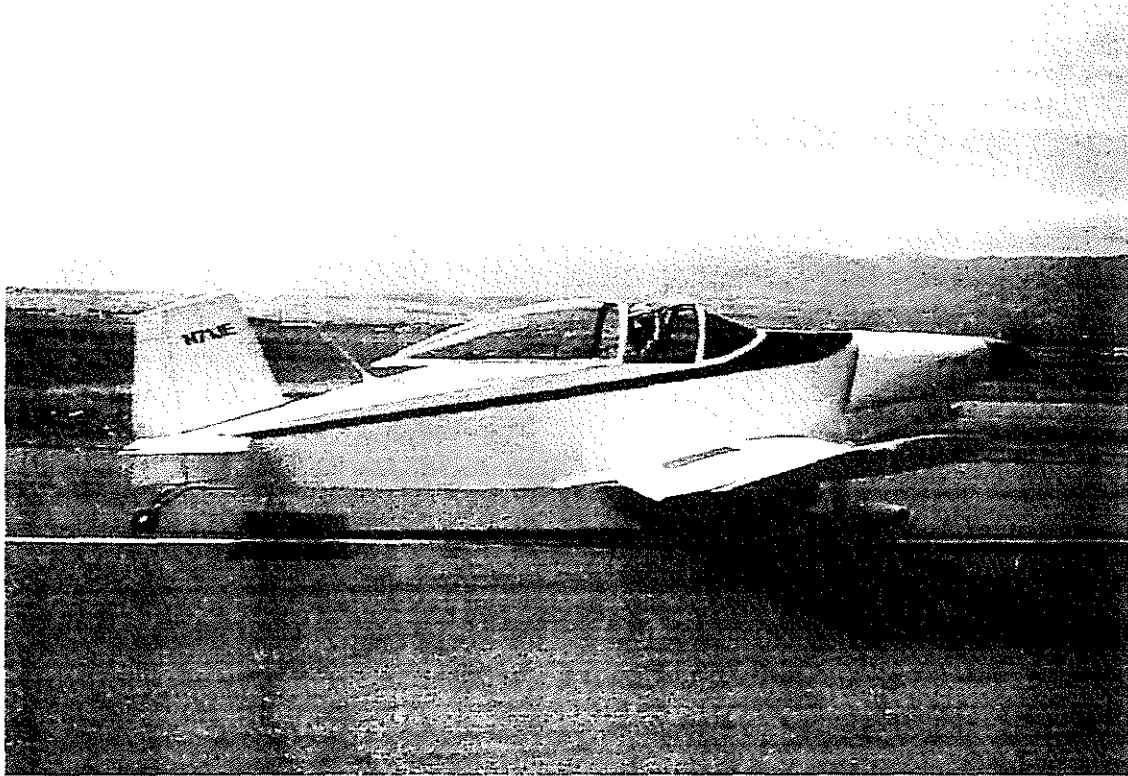
The following people were in attendance. I sure hope I'm not forgetting anyone. The first 20 couples and individuals flew in with Thorps, followed by those who drove, and finally our RV friends.

Colorado T-18 Fly-In Participants:

Walt and Bev Giffin. Pueblo West, CO. N78WG
 Richard Baker, Canon City, CO. N976DB
 Jim and Judy Paine, Hendersonville, NC. N747JP
 Jerry and Carol Sheetz, Hendersonville, NC. N32AH
 Ross Mahon, Kirkland, WA, N467JF
 John and Vicki Evens, Arvada, CO. N71JE
 Dean and Tony Cochran, Broomfield, CO. N11DC
 Ron and Jane Hayes, Blue Springs, MO. N102RH
 Steve Hawley and Al Pereira, Tucson, AZ. N9008Z
 Bill and Mary Mitchell, Denver, CO. N895T
 Chuck and Linda Borden, Santa Margarita, CA. N243X
 Howard and Elaine Ginn, Camp Verde, AZ. N22DU
 Rick and Louann Jones, Granbury, TX. N18117
 Ed and Miranda Askins, Ft. Worth, TX. N2NE
 Damon and Donna Berry, Shadowridge, TX. N89ER
 Gary and Maxine Green, Granbury, TX. N118GG
 Les and Margie Conwell, New Port Richey, FL. N181LM

Bill and Debbie Williams. Lakeland, FL, N30WW
Bob and Susan Highley. Lakeland, FL, N711SH
Pete Gonzalez and Scott Ginn. Colorado Springs, CO. N380G
Richard and Kathy Brandiger. Rapid City, SD
Ken and Donna Post. Rapid, City, SD
Les Krumel and son. Cedar Crest, NM
Bill and Austin Cordoza. Woodland, CA

Editor's Note: Thank's to John Evens for a good report on the Colorado Fly-in.



John Even's and his Thorp at the Colorado Fly-In. A beautifully built Thorp. Nice job!

OSHKOSH "99" REPORT

by Roy Farris

Oshkosh "99" The single best word that describes this years EAA Air Adventure is "HOT"! I mean the temperature, not the activities! Wednesday through Friday the daily highs were in the mid to upper 90s as was the humidity, which made for a very uncomfortable few days. Friday night a nasty cold front moved through with lots of wind, lightning and rain. For those of us camping, it was quite a long night. Saturday morning brought with it a perfect temperature and clear skies. I did notice though, that several tents were missing that were there the night before. The wind made them disappear. I heard that a few ultralite aircraft were damaged by the storm, but I did not hear of any other significant damage.

Oshkosh itself was about the same as it is every year, high prices, warbird favoritism, and commercialism. I believe all three were worse than ever. A friend of mine purchased a hamburger, fries, and a lemonade and it cost him eleven dollars and some odd change. That seems a bit steep to me, but again that's Oshkosh. The show grounds have been moved around again, and everything was spread out. I believe the number of aircraft was about normal, but due to them being spread out, you had to do a lot more walking to see them all. The daily airshows went on as usual with mostly the same pilots and routines that we have seen for ~~years~~. There were a couple of new acts and aircraft that turned heads, like Jim Franklin and his jet powered Waco and Wayne Handley flying his Turbo Raven.

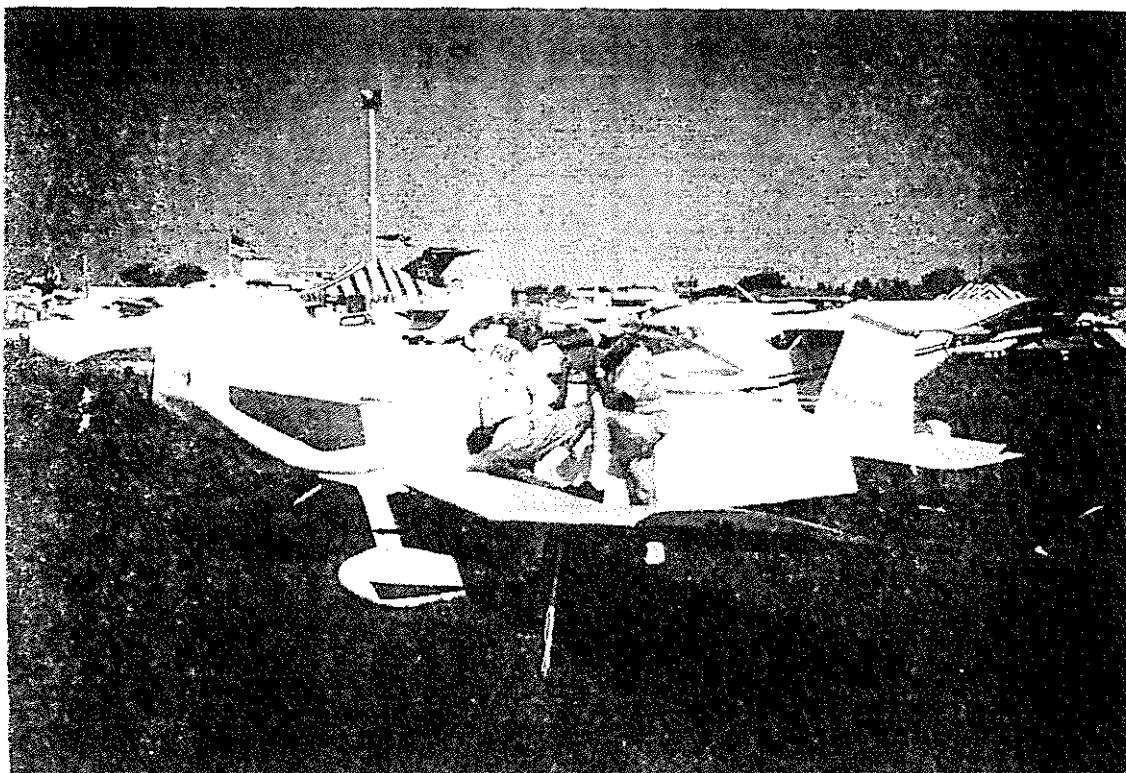
One point of interest, Bob Highley flew his T-18 in the RV formation on Friday and Saturday during the show. He flew with a gaggle of RV's including RV-3's, 4's, 6's and one Harmon Rocket. Bob said that he had no problem staying with them at all. He looked good up there and was quite easy to spot, being the only one with bent wings. I heard the announcer both days, and he pointed out the one with the bent wings was a Thorp T-18. Bob stated that we need more formation qualified Thorp drivers and we could

put up our own formation.

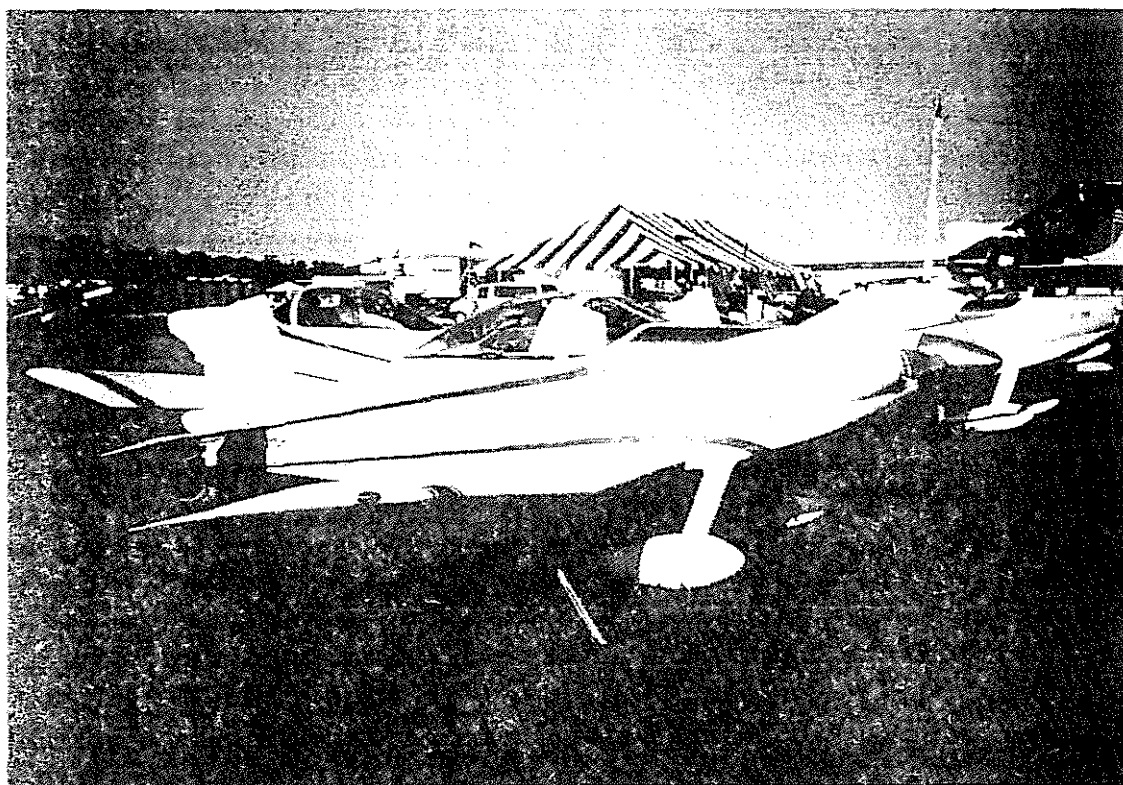
I'm not sure why but no one took an accurate count of T-18's this year. but it was estimated that we had between fourteen and sixteen on the flightline. I know of at least one T-18 that was turned away and had to land at Fondulac. The controllers told our T-18 driver that the field was closed to all aircraft, except by invitation only. The same thing happened to at least one T-18 last year.

Attendance at the forum/lunch was down a little this year with seventy five of us ignoring the heat and showing up for Bill Williams famous Brats. We want to thank Bill and Debbie Williams, Bob and Susan Highley, Ben and Teresa Scolla, Margie Conwell and everyone else that helped to put on the great feed and forum this year. As for the forum portion, we did not have a PA system this year and the helicopter noise made it nearly impossible to hear anything. Richard Ecklund gave us an update on his kit progress. He is working continuously, and the parts that he has completed look really good. He also reports that he has sold several sets of plans throughout the last year. The T-18 seems to be on the comeback trail. Bill Williams talked about flying in the T-18 and told a few stories. He then opened the floor to open discussion and a few questions were asked and answered by the group. Classic Sport Aircraft was curiously absent from this year's activities. I guess that about wraps up this year's EAA Air Adventure. We will try it again next year. See you there. Roy Farris

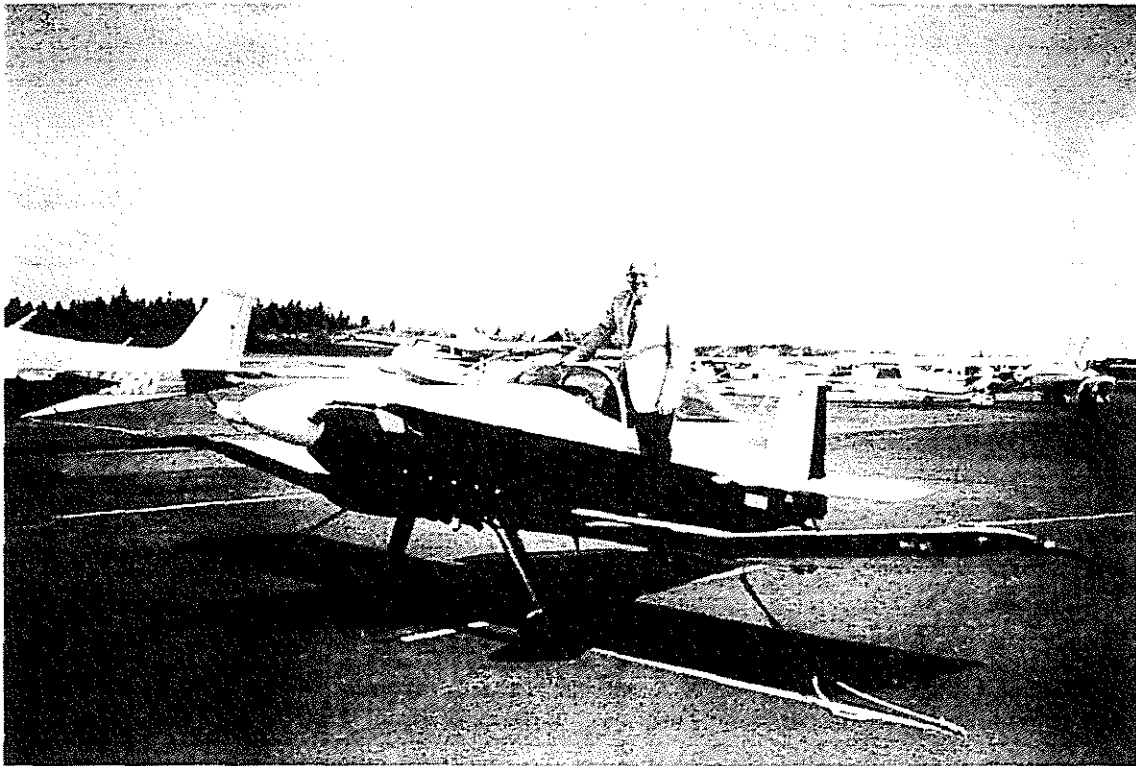
Editor's Note: As those of us in the mid-west know Roy Farris shows up at all Thorp events he can get to. He's the first to be ready for a T-18 ride and has flown in most of our T-18s "many times." We have known for some time he would drive all day to get a ride in a Thorp! Now we've heard the latest, Roys going to visit Australia in Nov. because he's heard they have T-18s there. Gas up Aussie's the boy is on the way. Roy, just stay home and finish your T-18 project!



Some Oshkosh 99 photos sent in by Dick Ecklund



We see this airplane all over the country! Bob Highley never stays home except during Sun N Fun.



Tom and "josh how I miss her" N295RS

Dear Richard: Re: N295RS

I'm assuming you got my note about acquiring your former T-18 from Pat Rokus in Roseburg, Oregon (and the check for the Thorp T-18/S-18 Mutual Aid Society). Pat delivered the plane to me in Aurora, Oregon on May 27th and my instructor John Paquete provided the much needed guidance from there.

Needless to say, my 75 hours in conventional gear aircraft was inadequate since it has been more than 50 years from that experience. After being turned loose last week, I have tried to fly most every day to bring up my skill level. Last Saturday I put in 4.5 hours with a trip from TIW Tacoma to HQM Hoquiam (mandatory Saturday breakfast). I then flew down to RDM Redmond (Oregon) and returned that evening. TIW had a 16 knot headwind with some crosswind (very turbulent) and gusting to 20 knots. It took most of the runway for me to get it down (really need that wheel landing instruction).

Your web page photo of you stepping in to N295RS is so striking a pose that I copied that stance for my friends to take a picture ... hope you don't mind the plagiarism.

So far I'm up to news letter #65 and I finally got an e-mail address for Classic Sport Aircraft. He sent me a price list for parts (RH lower cuff got loose and self destructed). Aircraft Spruce will send me a catalog also. What other suppliers are there out there? Also, I like to keep a complete list of equipment installed with the vendor who supplied them. I may have to get back with you if I can't find a listing from the stuff Pat supplied.

I made the 1997 Oshkosh scene, but it's probably not in the cards for this year. I plan to hit the Arlington, WA "Western Oshkosh" in July and plan to visit Mike's (CSA) booth. Best regards, Tom Worth



Eklund Engineering, Inc.
PO BOX 1510
LOCKEFORD, CA 95237
209-727-0318
FAX 209-727-0873
e-mail ThorpT18@compuserve.com
1/20/1999

For the Thorp T-18 builder, the following components are offered:

MATERIALS and COMPLETED COMPONENTS:

#637-2 Upper Main Beam Channel Extrusion - \$126 plus freight ... Custom extruded 2014-T6 aluminum, 133 inch length by 2 x 1.26 inches to reduce waste and trimming time.

#537-3 Lower Main Beam Angle Extrusion - \$105 plus freight

#1072, 4" Prop Extension, Clear Anodize with #905 Driving Lugs for the Lycoming 0-360 engine - \$235 includes UPS standard delivery in USA. International delivery quoted promptly.

CAD/CAM PRODUCED COMPONENTS and KITS:

#502-1 2024-T3 Alclad Horizontal Tail Skin - \$87.20 per skin plus shipping.

These laser cut skins have all holes to size (except the -8 internal weight bulkhead holes) and are free formed to the leading edge radius. Only a light deburr of both sides of the holes is required plus dimpling.

#502-4 2024-T3 Alclad Horizontal Tail Stiffener - \$9 each plus shipping. ... Fully formed with holes to match #502-1 laser cut skins. Builder to deburr and dimple.

#502-8 2024-T3 Internal Tail Weight Bulkhead - \$16.50 per bulkhead plus shipping. ... These laser cut parts have all holes as .098 pilot holes to be enlarged for 1/8 rivets on assembly. The flanges are formed to the mating angles.

#503 6061-T4 Tip Rib -Horizontal Tail - \$24 each plus shipping. ... Ribs are fully formed with all holes to match laser cut #502-1 skins. Laser cut transfer strips can be provided for the skin (#502RSTRP @\$20)and/or spar (#502SSTRP @\$20) laser cut rivet patterns. Require builder to deburr and dimple if desired.

#506 6061 -T4 Tip - Horizontal Tail - \$90 per set (-4) plus shipping. ... These stretch formed aluminum skins have flanges for rivet joining the halves, or they can be trimmed and welded per the drawing.

#517-1 2024-T3 Horizontal Tail Tab Skin, 517-2 Trailing Edge Strip and 517-4 Rib \$39.00 plus shipping. ... Laser cut skin, Strip and Rib with all holes cut to accurate size and formed as needed. Requires light deburring and dimpling prior to closing and riveting.

#611 6061 -T4 Aft Root Rib - Horizontal Tail - \$12 each plus shipping. ... Fully formed with holes to match the #502-1 laser cut skins. Laser cut transfer strips can be provided for the skin (#502RSTRP)and-or spar (#502SSTRP) laser cut rivet patterns. Require builder deburr and dimple if desired.

#612 6061 -T4 Leading Edge Rib - Horizontal Tail - \$16 each plus shipping. Fully formed with holes to match #502-1 laser cut skins. ... Laser cut transfer strips can be provided for the skin (#502RSTRP)and-or spar (#502SSTRP) laser cut rivet patterns.

#613 2024-T3 Horizontal Tail Spar - \$23.90 per spar plus shipping. ... The spar has all mating holes from the skin and ribs to size. Deburring and dimpling to be performed by the builder.

#531 R Aileron Kit - \$221 plus shipping ... All sheet parts are laser cut with accurate holes and are formed and primed as required. The builder need only deburr and dimple prior to riveting the assembly.

#561 Vertical Tail Kit - \$290 plus shipping ... All sheet parts are laser cut with accurate holes and formed as required. Formed ribs have all holes. The builder need only deburr and dimple prior to riveting the assembly.

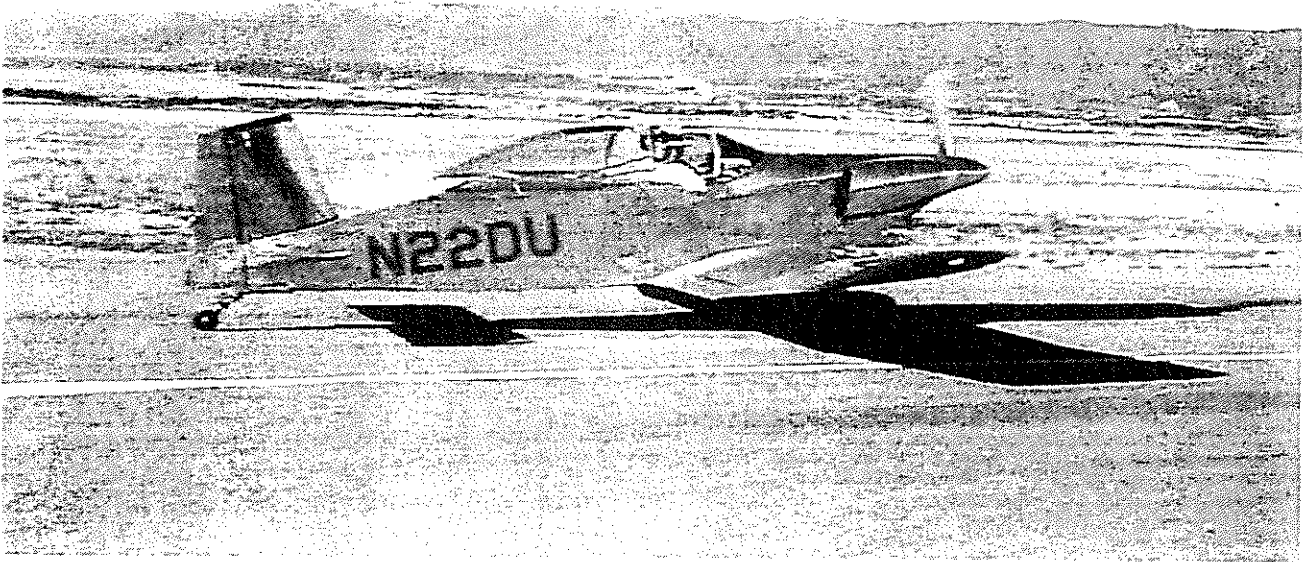
#569 Rudder Kit - \$375 plus shipping ... All sheet parts have laser cut accurate holes and are formed as necessary. Require only light deburr and dimpling prior to riveting.

NOTE: Additional sub-assembly kits are under development with the goal of making a complete airframe kit available in the near future.

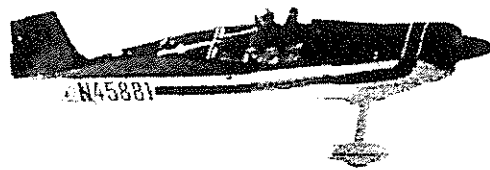


Ecklund Engineering's Thorp N181RE at Oshkosh 99

Great Thorp Shots



Howard and Elaine Ginn's shiny N22DU. They live at Camp Verde, AZ.



Jim Alfonso's in a wonderful air-air shot. He's from Whiteman Airpark, Los Angeles, CA.

For Sale Items

THORP T-18 (the most fun you've had since your honeymoon) Wide body, convertible wing, 242 hours on new Lycoming 180. Hartzell CS prop, professional polyurethane orange on white paint. Full IFR panel. King Avionics. ADF, Narco Loran, M.B.. Loaded with extras: 60 gal. fuel/wet wings, wing leveler, electric flaps, elevator trim, aileron trim, heated pitot, oil pan heater, Temperfoam seats, strobes, Sigtronics intercom, David Clark head sets. \$55,000 firm. Jim Fix

For Sale: Thorp T-18 Project: Fuselage on the gear. Include wings, tail and other surfaces. Canopy is included. Contact "Chris Belobrajdic" <cbelo@earthlink.net> Phone: 618-624-0253

For Sale: Floyd Myers' Thorp T-18. The aircraft is completed and signed off, but has not flown. It has a three bladed prop and a Subaru Engine. I had talked to Floyd only a few days before he passed away and he was asking \$18k for the aircraft. His wife can be reached at 801-476-0153 in Ogden, UT.



Floyd Myers and his Thorp T-18.



White on indigo blue



Navy on tan

T-18 T-Shirts

High quality – All cotton
 \$15.00 + \$4.00 S/H (Priority Mail)
 (Up to 2 shirts for the \$4.00 shipping)

Sizes: L, XL, XXL Colors: Indigo Blue or Tan
 (Limited quantities on some sizes)

Qty.	Color	Size	Total
		Total Cost	\$

Name: _____

Address: _____

Phone: _____

Send to:

John or Vicki Evens
 6855 Allison St.
 Arvada, CO 80004
 (303) 420-2724

e-mail:

jrevens@aol.com
 vicreads@aol.com

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

Still need dues for folks with red circle on label. Check with me if you think my database is incorrect. Sorry if it is. Rich

Coming next Issue --- in December

Up-to-date Thorp Newsletter ~~Index~~

More Thorps on the Web

Kentucky Dam Fly-in Pictures

Let me know if you would like to be a Thorp Ambassador for your area. I would like to 1-2 people with flying T-18s/S-18 in each area of the US. And the same for our overseas members. I plan, with your permission to have the Ambassador's names, phone numbers and email address on the Thorp web page and in the newsletter.