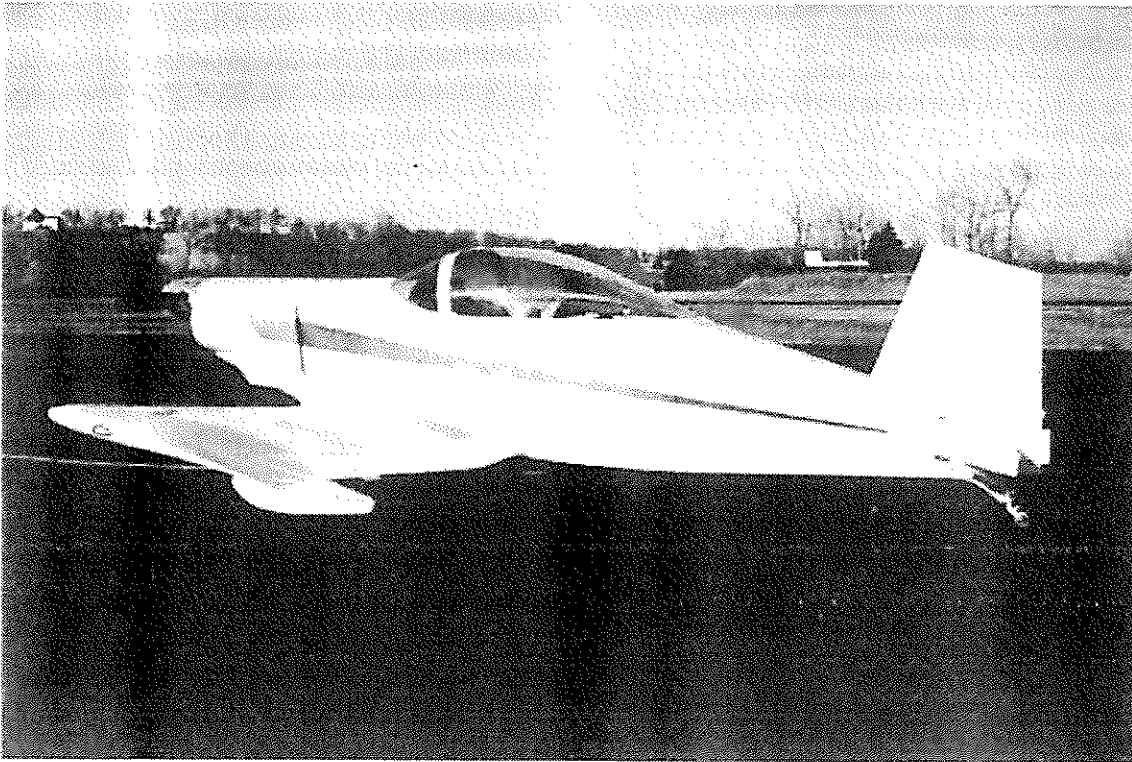


T-18 NEWSLETTER

June 2000



Gerald Hogan's T-18C Franklin, Arkansas

IN THIS ISSUE:

**Richard Snelson Retires
Plane Builder's Dream
Fly-In's Colorado, Paso Robles
Sun & Fun
Tech Tips
Thorplis Chatter**

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.

Richard Snelson Retires

I've never had any question in my mind as to who might be able to pickup the Thorp Newsletter Editor's job and excel at it if I needed to stop being the editor. Today that exchange happened. Our new editor is a builder that is on his way to having a show stopper airplane. He's willing to travel to ends of the earth to get another ride in a T-18. He's just gotten his Commercial rating and is working on his CFI. Even though he has stood a T-18 on it's nose I choose him to continue where I'm leaving off.

I almost changed my mind when a beautiful blue T-18 came over as we were talking this afternoon. About 100' over the building! Wow! What a sight.

I'll miss you guys, but plan on showing up at Ky Dam, Oshkosh and others.

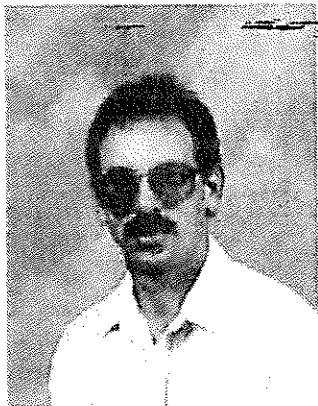
Oh yea! I must say the new editor is also my friend. Mr. Roy Farris, please stand up.... More about Roy Later.

Best regards and I hope my years of editing and publishing the T-18 Newsletter has helped to keep the Thorp Mutual Aid Society moving ahead. Safer, more money for our airplane, exchanges of ideas and a lot of fine friends that I hope to stay in touch with.

Those guy who haven't paid there dues this year, get them in to Roy now! He's going to have some start up cost and each dollar will help.

Richard Snelson
Piano Man...

New Editor



Hello everyone, my name is Roy Farris, and I have assumed the duties of Newsletter Editor. I believe a brief introduction is in order. I have had a

passion for flying ever since I can remember. As a small boy, I remember wanting to be an airline pilot. I wanted to fly those big four propeller airliners. Well things changed as I grew up, especially the type of airliners. There just aren't many with four engines and propellers flying around anymore. I went to school and became an Electronic Technician. After a couple of small jobs, I wound up right back home in Illinois working for Diebold, Inc. I have been there for twenty years now. We build, install and service products for the banking industry.

My father has always been a pilot, at least as long as I can remember, so I grew up around the local airport. I became an airport bum very early in life. We went to many fly-in's and airshows and I just couldn't seem to get enough. I began my pilot training at the age of fourteen. I used my dad's Piper Colt, and logged about ten hours before something got in the way and stopped me. I began again at age twenty two, and received my Private licence at age twenty four. I bought my own Colt and was content with that for many years.

In 1990, I became interested in the T-18, and bought a project. My project was started in 1968 by a friend of my fathers. I dusted it off and have been building ever since. I hope to be flying in the next year. As all of you who have or are building know, it is an intense labor of love. I have really enjoyed the building process, but I must admit that I am ready to be done and get to some flying.

Recently I began working on more ratings, with the hope of becoming a CFI. I just passed my CFI written tests, and hopefully before long I will attempt the checkride.

Several of the East Coast / Central States Thorp drivers know me. I rarely miss a T-18 Get-together, and will NEVER pass up a ride in a Thorp. Most will say that I have, without a doubt, the most right seat time, in the greatest number of T-18's possible.

Following in Rich's footsteps will be difficult. He raised the newsletter to a new level. We all need to thank him for all his efforts, and wish him Good Luck. I can only say that my heart is in it, and I will do my very best to continue to publish the finest newsletter possible.

Roy Farris



Thorp Ambassadors

As of this date the following individuals have requested to be Thorp Ambassadors. As I gain experience with my website (T18.Net), they will be posted along with a U.S. map to pinpoint their locations. These individuals will be the first contacts for people looking for information on the T-18. Hopefully they can provide the information and guidance to these potential new builders and owners. Posting it on the Web will get the information out to many potential Thorp owners. If you would like to become a Thorp Ambassador please contact me.

Danny Cummings
600 West Main street
McMinnville, TN. 37110
(913)473-5401 Days cst 8:00 to 5:00
(931)668-9899 Nights before 10:00 cst

Gary Cotner
150th East Ave
Collinsville, OK. 74021
email t18cotner@aol.com
(918)259-4000 Days
(918)371-4739 Home

John Evens
6855 Allison Street
Arvada, CO. 80004
(303)420-2724

Roy Farris
Box 182
Noble, IL. 62868
email rfarris@world.com
(618)723-2594

Jim Hockenbrock
193 Fawn Road
Reedsville, PA. 17084
(717)667-2790

James Paine
1220 Gilbert St.
Hendersonville, NC. 28792
(828)698-0368

Tony & Viv Schischka
17 Bodmin Terrace
Plimmerton, New Zealand
email a.schischka@xtra.co.nz
(664)233-8998

John Sullivan
P.O. Box 551
Chestertown, NY. 12817
(518)494-3292

Harry Wheeler
One Dana Drive
Groveland, MA. 01834
email
(978)922-2220

Bill Bertrand
438 Bella Vista
Edgewater, FL. 32141
(904)428-4874

Howard & Elaine Ginn
2540 Piper Ave.
Camp Verde, AZ. 86322
email ginner@rachina.net
(520)567-0490

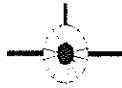
Joe Gauthier
9 Kowal Drive
Cromwell, CT 06416
email n22607@aol.com
(860)635-4058

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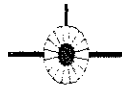
Thorp Ambassadors, continued

Robert (Bob) Pernic
 86 Dartmouth Rd.
 Williams Bay, Wisconsin 53191
 email pernic@hale.yerkes.uchicago.edu
 Home phone - (262)245-6445
 Work phone - (262)245-5555



Notice : Newsletter Dues

Please take the time to look at the mailing label on the back of this newsletter. Look in the top right corner of the label. If you see a "PD" in the corner, this indicates that you have paid your newsletter dues through the end of year 2000. If there is no "PD", then you still owe dues for one or more years. Please be kind and send your dues !! Send to: Roy Farris P.O. Box 182 Noble, Illinois 62868



Safety Issue

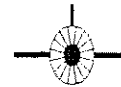
I am still hearing from people who are not aware of the tail mods. This is a scary deal. Persons who purchase a T-18 already built, and who do not research the Thorp, are at risk. There are several builders that have contacted me regarding the mods, who had heard of them but knew ~~nothing~~ about it at all. We as T-18 builders and pilots need to be aware of this problem, and keep a lookout for airplanes that do not have the mods done. For those of you who are not aware of what the tail mods entail, newsletter # 27 listed the complete modifications that John Thorp felt were mandatory. Personally I cannot figure why someone would buy any airplane without researching the complete history of updates and modifications deemed necessary by the manufacture. For us, this newsletter is the best means of researching the T-18 and to keep abreast of the actions necessary to keep our machines in their best condition.

Lets all keep our eyes open !!

Help Requested

I would like to get the newsletter more technically oriented again. I realize that nearly every aspect of building and flying the T-18 has been covered at one time or another in the newsletters. Times have changed, and new people are building and flying the T-18. With these new people come new ideas, and different ways to do things. I know while building my T-18, I ran into numerous problems, as everyone does. Some of the problems were solved simply by reading what others had done before me, but others were solved in my own way. I have written articles that have been published in our newsletters, and so can you. They don't need to be fancy, just tell others what you did or how you solved a specific problem. I welcome anything you care to send. I will clean it up if need be. I am requesting your help in making this a better newsletter. We are here to help each other build, fly and maintain our T-18's, and to help those who may be potential Thorp owners.

Roy



More Newsletter Info

One of the things that I have heard through conversations with newsletter subscribers, is the poor quality of the older newsletters. Persons who have purchased a complete set recently, have complained that the print quality is bad and some are nearly unreadable. I am going through the master copies now, and trying to recopy some of them using my set of newsletters. Hopefully I will be able to get the quality back up to a readable level. Those of you who have purchased complete newsletter sets recently, and have some unreadable pages, please feel free to contact me. I will try to get you pages you can read. It may take a little time. My long range plan is to condense NL# 45 through #90 and print them in a book format similar to what Lu Sunderland did to NL# 1 through #44. I think this would be a better deal for those looking for the technical information.



Eklund Engineering, Inc.
PO BOX 1510
LOCKEFORD, CA 95237
209-727-0318
FAX 209-727-0873
e-mail: thorpt18@jps.net
2/17/1999

For the Thorp T-18 or S-18 builder, the following kits are now offered:

CAD/CAM PRODUCED KITS:

#561 Vertical Tail Kit - \$290 plus shipping

... All sheet parts are laser cut with accurate holes and formed as required. Formed ribs have center punch marked holes to match the skin hole pattern. The builder need only punch rib rivet holes, 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. This is probably the most difficult part to lay out from the plans.

#B502 Horizontal Tail Kit - \$1328 plus \$20 packing charge and shipping cost.

... This kit uses a combination of laser cut and traditional machined components. All parts including the three lead balance weights (internal tip weights) are supplied. All formed ribs, aluminum tip shells and skin stiffeners have center punched rivet hole patterns to match the laser cut skin holes. Punching the ribs and trimming and punching the tips, plus light deburr and dimple or countersink are all that are required prior to riveting.

T-18/S-18 Empennage Kit - \$1993 plus \$25 crating charge and shipping cost.

... This includes all sub-kits listed above.

NOTE: Additional sub-assembly kits and hardware kits are under development with the goal of making a complete Thorp T-18 airframe kit available in the near future. A list of individual parts with prices also available from above addresses.

News From Classic Sport Aircraft

Rich:

Well, we made it through another year. We have another S-18 Kit ready for New Zealand, thanks to Wayne Matthews support.

The Thorp Fly-In at Porterville was a success and we had over 20 planes on the line and many people standing and waiting for rides and naturally they all LOVED their ride...lots of flying before the dinner.

The Golden West and Copperstate Fly-Ins were great and it was good to see Larry Eversmeyer at Copperstate with an Oskosh Champion Thorp. We have some newly completed planes flying now - Mel Clark of Huntington Beach, Ca. and Amos Ranck of Independence, OR....Congratulations to both of them. We would like to hear from anyone else that has a completion. Please send us a photo.

I will complete the drawing update for the S-18 this year. (Please note: This is for the S-18 only.) As I stated before, I have been answering drawing questions by e-mail or by phone. Also, as time permits, I am starting an update for the construction manual. Builders indicate the necessity.

Construction on my aircraft is coming along fine and I hope to be complete by year end. Updates in work are: The new 180 HP engine and the tri-gear (almost All requests I receive are for a tri-gear).

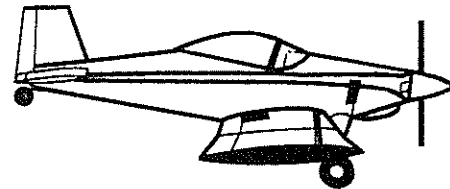
We are reviewing our schedule for 2000 and will let you know what fly-ins we plan to attend. We cannot cover them all as it is far too expensive and time consuming.

Thanks,

Classic Sport Aircraft

Mike Archer

Plane builder's dream takes flight



Aviation: After 15 years of working on an aircraft, it soars.

By: Helen Gao

The Orange County Register

Chino - John Mel Clark watched excitedly Friday as the two-seat airplane that he and his family have spent 15 years building at their Huntington Beach home finally took its test flight.

Clark, 76, flashed a toothy smile as he stood next to the runway at Chino Airport, and traced the path of the small red plane with silver and blue stripes. It ascended 2,500 feet, flew for 30 minutes and landed smoothly.

"Boy! It really worked!" he shouted.

Clark, a Huntington Beach resident who is working on renewing his pilot's license, had his instructor, Mickey Holton of Torrance, fly the plane. The Experimental Aviation Association recommends that a home-built plane be flown at least 25 hours by a certified pilot before a passenger is allowed.

Clark realized Thursday that he'd share the date of his plane's maiden voyage with some famous aviators: Friday also happened to be the 96th anniversary of the

Wright brothers' first successful flight, Dec. 17, 1903.

A former aircraft-tool designer for McDonnell Douglas, Clark began to realize his lifelong dream to build a plane in 1984, three years after he retired. He bought the blueprints for an S-18, believing the model would be reliable since another pilot had flown one around the world.

Clark searched for parts for the plane throughout California and elsewhere. He figures he spent up to \$25,000.

continued on pg 7

Plane builder's dream .. cont.

He worked part time on the airplane , which took shape in his living room, back yard and garage.

It was slow going, trial and error.

"I spent more time looking at the plane upside down than right side up," said Clark, who got some help from his wife, Mary, and son, Steve. He also drew on advice from the experimental aviation group and other friends who have built planes.

Mary Clark took all the clutter in stride. "You have to be willing to have an instrument panel on your kitchen table and parts on your bed," she said.

The instrument panel was the biggest challenge; more than a thousand wires had to work.

John Clark's fascination with flight began at a young age. When he was 8, he attempted to imitate a parachute jump he witnessed.

He climbed up the water tower in he's family's back yard.

"I tied up four corners of a sheet and tried to fill it with wind," he recalled. His nanny stopped him from jumping.

At age 11, he built his first airplane with two friends, using bamboo poles, sheets, wheels from a coaster wagon and baling wire.

He and his friends pushed it down a hill. The plane headed straight into a gully. "They (two passengers) were still alive - bruised up - and (it) knocked the wind out one of them," he said.

During World War II, John Clark learned to parachute as a soldier. After the war, he earned his pilot's license through the GI Bill.

But over the few decades that followed, starting a family and making a living took priority over building and flying an airplane.

"I wanted a plane bad, but I couldn't afford it," he said.

Now, he can't wait to fly the plane himself.

"Someday I would like to fly back to my hometown, Oakland, Mississippi," said Clark, who has a 90-year-old cousin there. "He's been waiting and waiting for me to fly back there to see him."

Editors Note: John had sent me a neat clipping from the Orange Co. Register. I couldn't get it to scan correctly, so I reprinted the text portion. It had a nice T-18 drawing and spec sheet.

For Sale Items

T-18/S-18 Project

1 set T-18 plans

1 set S-18 plans

S-18 fuselage almost ready to rivet

Inner and outer wings started. Wing is T-18 planform with Sunderland airfoil, inner wing ready to rivet.

Tail group basically finished.

Landing gear material, wheels and brakes.

Lots of misc. parts. \$4000.00

0-290G engine and spare parts \$1000.00

Call Andy at (509)925-6337

S-18 Project

VFR instruments

Transponder

0-320 wooden prop and extra metal prop

Zinc cromated inside and out.

Nearly completed airplane \$20,000.00

Call Eugene Fody at (334)393-3653

e-mail: efody@earthlink.com

T-18

THORP T-18 built in 1982 by Ned Eastman. Won Wright Brothers Award in 1984 at Oshkosh for the Best Plans Built. Folding wings. 900 Total Time Since New on Airframe and Engine. 325 Since Major Overhall on Engine and Constant Speed Prop. 0-360 A1A engine. It has a full panel with EGT/CHT/Fuel Pressure/Vaccum gauge/oil temperature/oil pressure/Sigtronic intercom/vacumm-horizon compass/TACH/VVI/ALT/AS, Narco AT-150 transponder and encoder, cockpit heater, oil pan heater, etc. Since August 1997 I have replace or redone the following:

New interior

replaced radio with KY97A

installed GPS Garmin 90

Replaced Mags and Alternator in April 2000

New long landing gear in 1997

New Scott tailwheel Dec 1999

Contact Ed Askins (817)492-9728

e-mail: askinsed@earthlink.net

For Sale, cont.

T-18

T-18 project for sale: asking \$5,500

Includes: Fuselage, Horizontal Tail with trim tabs, Vertical Stabilizer, Center wing section with controls, Outer wing panels with ailerons, Inboard flaps, Engine mount, Engine cowling, Landing gear, Brake master cylinders and Rudder pedal frame.

Miscellaneous other parts: Aileron control rods, Convertible wing components, Wing tips and Complete set of plans

If anyone is interested in building a T-18, this will save countless hours of labor and dollars in materials. For details contact: Harv Seeger Ph (281) 474-9607 or email hkst18@aol.com
Location: Taylor Lake Village, Texas, (about 30 miles South of Houston). I can also email additional photos to anyone interested. I've attached a photo which shows most of the project.



Harv's Project

Editors Note: If you have any for sale items you would like listed here in the newsletter please forward the information to me and I'll make sure it gets listed. I can also place it on the T18.Net website.

For Sale, cont.

S-18

My Thorp is for sale, it's a great X-C and sport flying aircraft, built in 1982 by Nate Eastman. The following are the particulars:

Price-\$33,000

TTSN-900 Hours(aircraft and engine)

O-360 AIA with CSP (both have 325 SMOH)

White with Green stripes, gray interior(original paint and 97 interior)

A/C won Wright Brothers Award at Oshkosh for Best plans built in 84

Folding Wing

New KY-97 radio in 97

Garm in 90 GPS mounted on panel in 97 and wired into radio bus

97 Skytec starter

99 RV-6 alternator

99 rebuilt mags

Full panel including gyros but not IFR certified

All AD's complied with and extensive May 99 annual

Call me @ (817)578-8901 or e-mail me for e-pictures at askinsed@earthlink.net

Ed Askins



I keep reading about how great the T-18 is well here is just the ticket.

Wide body, S-non folding wing

Project is well along, by Boeing employee. Most pieces to finish. \$4000.

Andy (509)925-6337

Paul MacMichael



For sale: Complete pitot/static mast, per plans \$50

William Beswick
T18bes@aol.com

AIRPARK PROPERTY FOR SALE

Harvey and Stephanie Mickelsen N118HM "Fat Cat"

This property is located at Alta Sierra Airport Estates, between Auburn and Grass Valley, California. This location is ideal for aviation. At 2300 ft. altitude, it is above the valley fog, yet below the snow line. This first class property is priced to sell at \$599,000 and marketed by Mark Weyman, Realtor Associate, Coldwell Banker, Grass Roots Realty: Bus. (800) 633-6899 ext266, Res. (530) 477-1287, e-mail mweyman@nccn.net.

To see color photos of the property, go to the World Wide Web at <http://tappix.com/482007> or www.goldcountryrealtors.com/markweyman3.htm.

HOUSE:

1. New (July '99) single story home with garage and laundry underneath. 6 inch exterior walls insulated R19, ceiling insulated R30. Central heat and air conditioning and whole house fan.
2. Three bedrooms (two masters), 2 ½ baths, and large open great room with three sliders to large deck.
3. Dumb-waiter from laundry room to kitchen for groceries, fire logs, and laundry.
4. Sweeping Sierra Crest views (snowcapped mountains) from all rooms except guest bedroom (which overlooks a beautiful Tudor home and large professionally maintained garden).
5. Wired for high-speed computer modem, Prime Star Satellite dish and TV antenna (for local stations).
6. Alder cabinetry, oak door trim, and whitewashed pine ceiling in kitchen, great room and den.
7. High ceilings and Simonton 2000 designer windows with vinyl frames let in the outside while being thermally efficient and filtering ultraviolet.
8. Wilsonart flooring for durability and easy maintenance.
9. Skylights in master bath and kitchen can be opened and have blinds.
10. Latest kitchen appliances including Kitchen Aid 5 burner stove top, oven, dishwasher, and trash compactor, and GE refrigerator and microwave/convection oven.
11. Granite counter tops in kitchen and on deck.
12. Wet bar with instant hot water.
13. Large covered deck of no-upkeep Choice-Deck planking for outdoor enjoyment of the view. Steel railings around decks. Built in barbeque connected to house propane supply on the deck.
14. Floor to ceiling fireplace built by renowned Nevada County stone-mason Dan Reinhardt from Yuba River rock he selected from the river. Wood burning, but plumbed for conversion to propane if desired.
15. Propane fireplace in master bedroom.
16. Oversize 75-gallon water heater with re-circulation feature. Instant hot shower water.
17. Grohe and Moen plumbing fixtures.
18. Genie garage door opener for finished oversize garage.
19. Large, lighted, walk in "crawl space" entered from the garage.

HANGAR:

1. 42x36 ft. hangar with electric bi-fold door. Insulated R19, walls and ceiling, R10.8 door.
2. Propane for heat, 220v electricity, phone, and full bath.
3. Potential for partial second floor for office or guest quarters.
4. Driveway designed to accommodate a Cessna 180, or Bonanza. Drive could be widened to accommodate a light twin.
5. Rights to build an additional 50x50 hangar on the Association's Common Area.

PROPERTY:

1. 1.15 acres, professionally landscaped with 9 fruit trees at north end. Sprinklers and drip system.
2. House, lawn, and orchard protected by 6-foot fence with electric gate.
3. Additional paved outside parking.
4. Two rock swales control water drainage.
5. Large (8 people) HotSpring chlorine-free hot tub with Sierra view.
6. Community protected by airport security gate (soon to be electric).
7. 43 member Airport Association.
8. Association owned and maintained 3000 ft private paved airstrip which averages two or three operations per day. No night operations allowed.

EKLUND ENGINEERING UPDATE

As I was folding a recent plans order, I was thinking of 1960 and the day I first folded T-18 plans in John Thorp's Burbank office. Little did I know that I would still be folding and now shipping T-18 plans in the year 2000. The wonderful design has continued to reward pilots as projects get completed and airplanes change hands.

The only negative aspect of the passage of the years is the impact of inflation. I see the cost of materials and services increase each year. As a result I am being forced to raise the plans prices for the first time since I put them back on the market in 1992. The **standard plans set** including the instruction articles will now be priced at **\$280 plus shipping**. The **Anniversary or Deluxe package** including plans, instruction articles, John Thorp Memories book, 2-T-18 logos and the logo-decorated case will now be **\$330 plus shipping**.

Eklund Engineering has always provided builder support for plans sets sold by either Eklund Engineering or John Thorp. Now that T-18 airframes are often in the hands of new owners, it is important to state some policy rules that must accompany the support exchange.

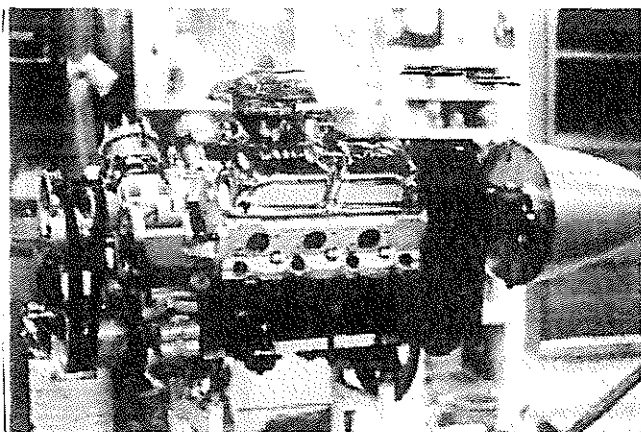
Eklund Engineering, Inc. will provide support if:

1. The owner or builder has and refers to a current set of plans.
2. Support is limited to portions of the airframe conforming to the current plans or being brought to current conformity.
3. The following newsletter optional modifications are also considered current conformity:
 Newsletter 40 (horizontal tail internal tip weight modification)
 Newsletter 49 (wing main spar additional rivet row recommendation)
 Newsletter 46 and 49 (wing main spar web angle stiffeners or material substitution)

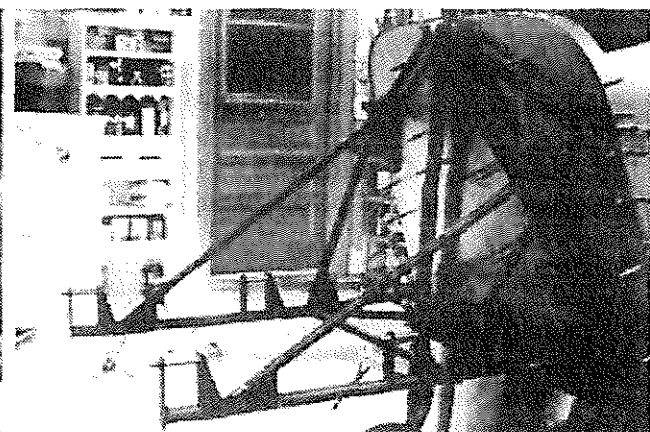
There are some e-mail groups covering communications on the Thorp T-18, however I do not have time to be involved. I will generally promptly answer any e-mail directed to thorpt18@jps.net. The current plans listing as well as replacement sheet prices are available on request. E-mail correspondence is preferred
 Eklund Engineering, Inc. remains dedicated to John Thorp's enduring design.

Richard Eklund
 President
 Eklund Engineering

Dave Goff's Ford 3.8 Liter Engine Installation

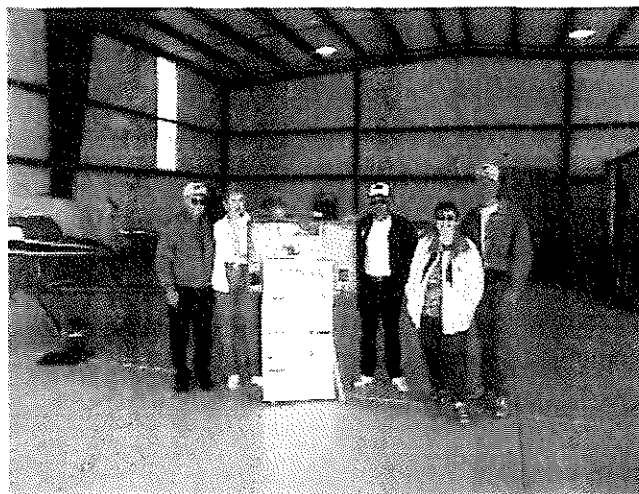
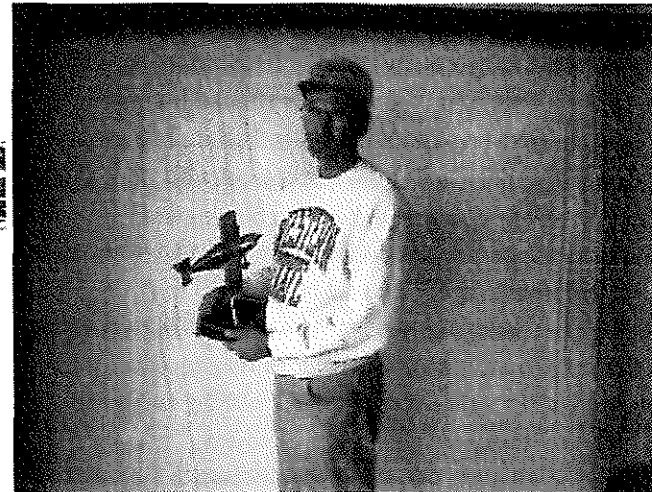
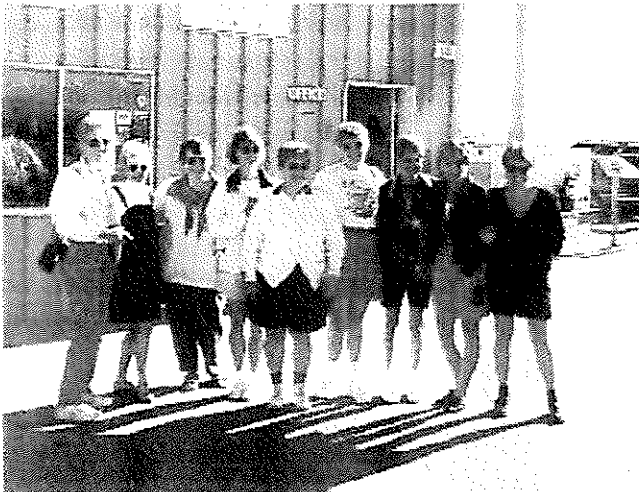


Ford 3.8 Liter with NW Aero Drive. 95% complete



Dave's Motor Mount 75% complete

Colorado Fly-In



Editors Note: When I took over the newsletter, Rich gave me several photo's of the Colorado Fly-In on floppy disks. There were many beautiful, color pictures of the T-18's. I wish I could have included a summary of the event, but unfortunately there was no write up included. The black and white pictures don't do justice to the airplanes, so I will try to post some of the pictures on the "T18.NET" website. Looks like they had a lot of fun !!

Paso Robles T-18 Fly-In March 11, 2000

What started out to be a terrible month was a good reason to consider scrubbing the whole thing. By Wednesday the eighth the weather had completely gone amuck, then on Thursday the ninth a high-pressure system moved into California and by Saturday we had our beautiful weather back.

Only eleven airplanes showed up this year. I wouldn't be surprised if several people made other plans because of the weather we had been having for over a month.

The first pilot to fly in was Tom Worth from Edgewood, WA in # 295RS. Tom flew in Friday evening and gave Tom Hunter a call for a lift to a hotel.

On Saturday morning an additional 11 T-18's arrived. They were Howard and Elaine Ginn from Camp Verdi Arizona; their son Tony with his girlfriend, Star from Rosamond, CA; Carl and Sue Daughters from Santa Maria CA; Richard Ekland from Lodi, CA; Larry Kruchten and his wife Kathy with Rick Shaffer from Torrance, CA; Roy Medan and Ed Cox from Compton, CA; Sam McDaniel from San Luis Obispo CA; Steve Irving and Bill Melly from Camarillo, CA.

With my T-18 and Tom Hunter's almost completed ship we had 13 T-18s on the field.

George and Barbara Leader drove to our fly-in. They stayed with Linda and I the night before. Also Earl Ody, Pat Condon and Oly Smith drove up from San Pedro again this year. What a treat to have all my old friends together. And of course I can't leave out Vahuan and Peggy Parker from Santa Maria. It was good to see them again.

This year's judges were Mike Laughback, Ron Morea and Allen Skosberg. Sue Daughters helped sign-in everyone and once again Bill and Joyce Carlson let us use their wonderful hanger. This year they decided to take their motor home out and park it nearby to give us the extra room.

We counted about 80 people enjoying the delicious steak bar-be-que prepared by Rex Awalt. Bill Carlson even had his train running on an overhead track he built in a living room area of his hanger where lounge chairs, a TV and piano sit.

Oscar Bayer flew his beautiful Starduster to the fly-in and kept the beans warm for all to dish up on the way to the pit for steak.

My wife Linda finished putting together a large green salad while volunteers helped butter the French bread.

As everyone finished their meal, I announced the winners of our Spot Landing contest, The Oldest Plane, and The Furthest Distance Flown.

Tony Ginn and Richard Ekland won first and second place, respectfully in the Spot-landing contest. Sam McDaniel received an award for having the oldest T-18, built 30 years ago. And Carl Daughters received an award for first place Non/Standard T-18, 'Teacher's Pet'. Sorry to say but only one Non/Standard T-18 showed up. Tony Ginn also won first place for Standard T-18 and Steve Erving won second place. Furthest distance went to Tom Worth of Edgewood, Washington.

Marven Fenton who flew in from San Luis Obispo in his RV-4 brought his big band music on tape, which is always a pleasant compliment to the busy day. He also provided a microphone and speakers for the MC.

This year the T-18 Fly-In was another success. Linda and I really enjoy putting it together. It's great to see our friends again and meet new pilots who decide to visit our area.

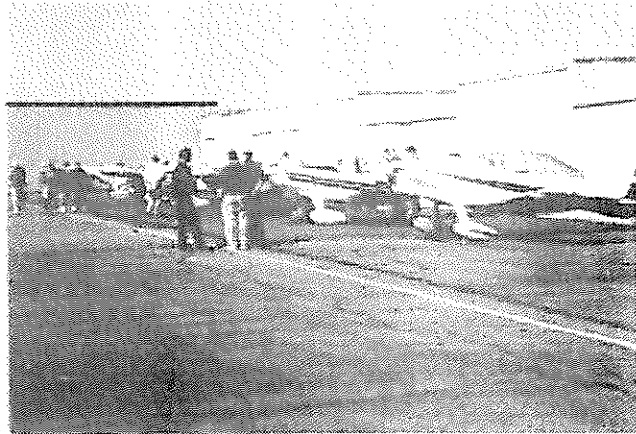
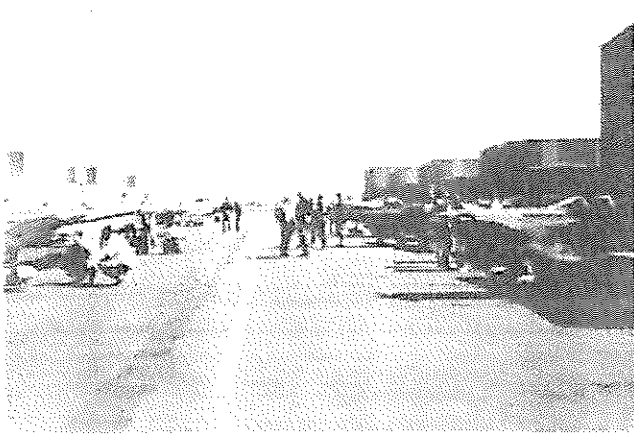
Everyone had a good time and we donate what comes in over and above expenses to our local EAA chapter# 170 in San Luis Obispo (a few miles south of Paso Robles). The proceeds for the Fly-In were \$588.00. The out of pocket expenses came to \$522.00. The remainder will be donated to EAA chapter# 170 who provided insurance for the event.

continued on next page

Paso Robles. cont

For the last three years we've held this event, we have done the whole thing on donations only. We do ask non T-18 owners and builders to pay for their lunch and accept donations from all. The eighty people who participated were very generous and as usual we had a great day at little expense to anyone.

Chuck Borden



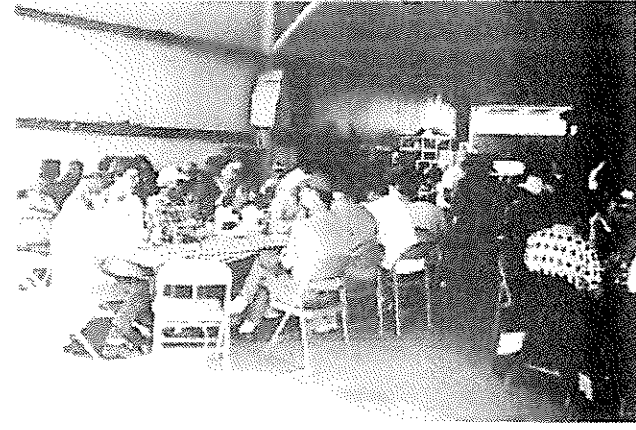
T-18's on the ramp at Paso Robles



More hanger flying

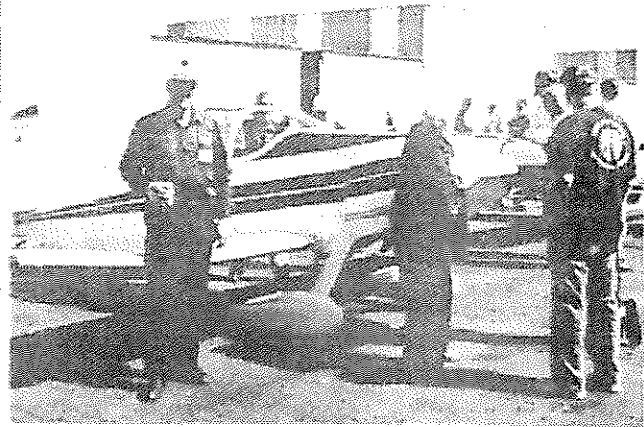
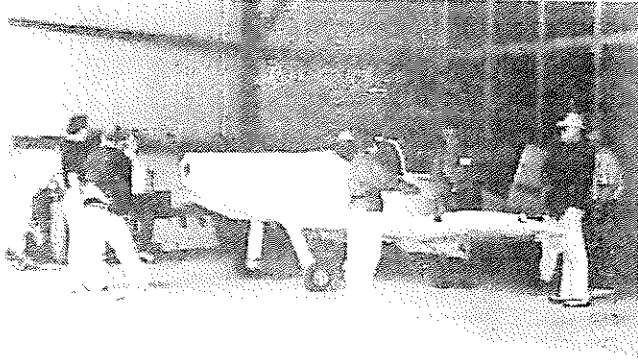


Rex Awalt-- Master Bar-B-Quer



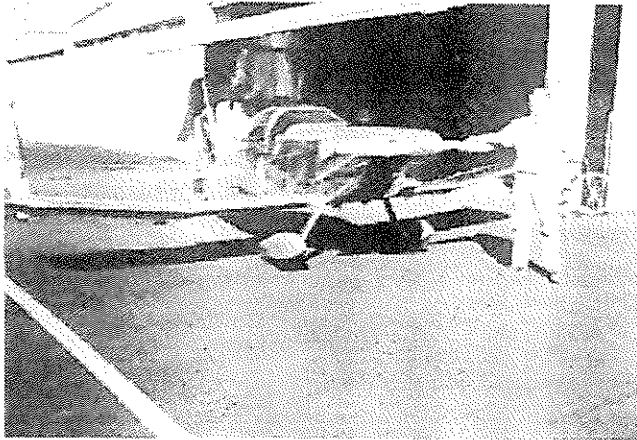
Looks like there was plenty of food

Paso Robles, cont.



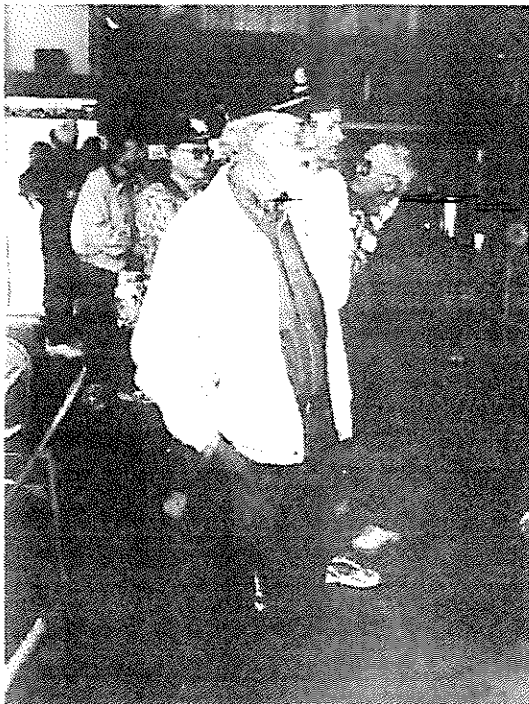
Tom Hunter's T-18

Sam McDaniel -- Oldest T-18



Chuck Borden and his beautiful polished T-18.

We wish to thank Chuck and Linda for all of their efforts in organizing and hosting this years get-together at Paso Robles, CA. Sure looks like everyone had a great time.

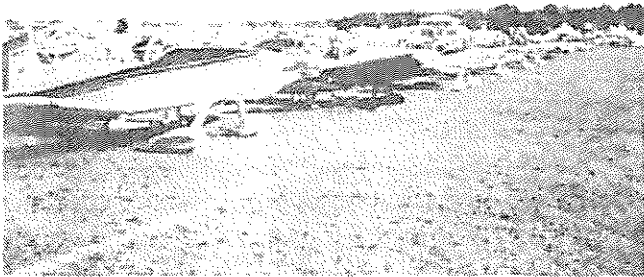


Richard Eklund -- Eklund Engineering

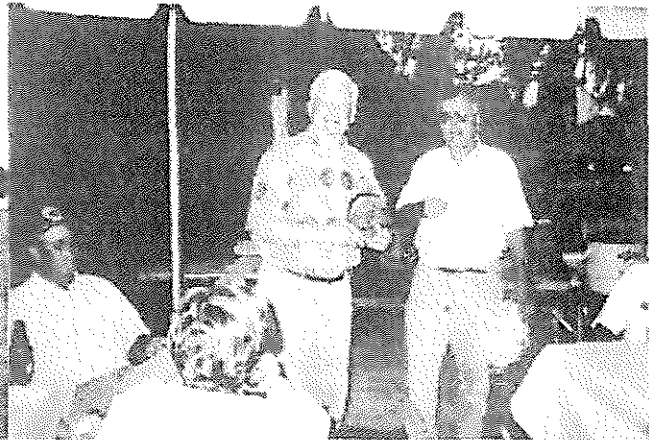


Hats off to Chuck and Linda Borden

Images from Sun & Fun 2000



T/S-18 Line-Up



Bob Pernic -- Best T-18



T-18 Forum had good attendance



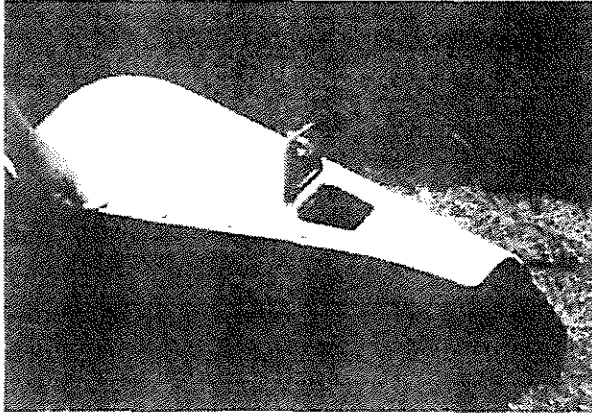
Artist at work



Did you ever notice - we seem to always be eating.

Tech Tips

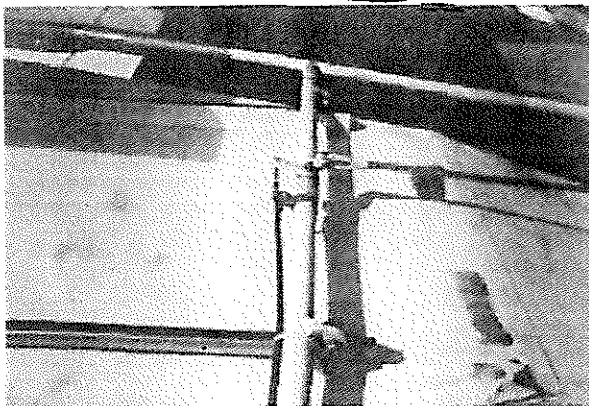
Did you ever wish you could check your oil without having to remove that cheek cowl? Well here is a neat little access door that would do the trick.



Editors Note: I believe this photo was taken of Bob Pernic's T-18 at Sun & Fun.



Here is a neat idea for getting the aft canopy vent adjustment knob where you can get at it more easily. You can't actually see the control from this photo, but you can definitely get the idea. Looks like you can open/close the vent from the left side. The control is probably mounted on the canopy frame. Not sure who's this is.



Neat Idea

I am currently working on the instrument panel for my project. I am installing Electroair electronic ignition on the right side of the engine and leaving the mag on the left side as a backup. I was in a dilemma on how to hook up the mag and the electronic ignition, to give me the best combination of workability and cosmetic appearance. I could use two toggle or rocker switches (which was suggested by several T-18 pilots), or one toggle/rocker switch and the standard magneto key switch. In the first suggestion you need an additional switch for the starter, and the second just seemed ugly and wasted space. I received an e-mail from Ed Pernic stating that he was in the process of doing the same thing and that I should contact Electroair. He stated that they had a way to use the standard magneto keyswitch for both types of ignition. I called Jeff at Electroair and got the scoop. Its actually so easy that it's scary. You simply splice a wire onto the MAP Sensor output (red wire on Electroair units) at the connector plug on the MAP Sensor. Run this wire to the magneto switch and connect it to the appropriate side just as you would a mag. You then supply 12 volts to the control unit. Jeff suggested just running it from the master switch through a 5 amp circuit breaker.

That's it !

Basically what your doing is grounding the timing pulse as it leaves the MAP Sensor. This causes the control unit to suspend the firing signal to the coils, and viola NO SPARK. Jeff told me that he has hundreds of airplanes using this setup, it works great, and hasn't caused any problems.

When you do your engine runup, you treat it just as if you had two mags. Jeff stated that there is only one little quirk to the setup. When you ground the MAP Sensor during the runup this shuts down the electronic ignition, when you remove the ground (selecting both, or left on the mag switch) the timing pulses race into the computer and it takes about two or three engine revolutions to get things sorted out again, so the engine will run rough (as it would on one mag anyway) for two or three revs after you have selected "both" on the mag switch.

I liked the simplicity of this setup and the space savings over other methods, and I don't need that extra starter switch.

T-18 Website

As I mentioned earlier, I have purchased the T18.NET website from its creator Luis Hernandez, Jr. Luis really did a great job on the webpage design, and is still helping me to keep it somewhat up to date. I have purchased and installed the necessary software into my computer, but I haven't really had the time to learn how to use it. In time I hope to be able to use the website to compliment this newsletter. The website will be a much better medium to display all of the wonderful pictures I receive. On the website they will be in color, unlike the newsletter that is printed in black and white. Please keep sending the photo's, I can always use some of them in the newsletters and will start posting them on the website as soon as I figure out how to do it. I believe the website will be a place for non T-18'ers to find us and learn just what a T/S-18 is.

For those of you who have access to the internet, please visit the website regularly, and feel free to email me with any suggestions, good or bad, about the site and its content. I want the site to be a positive motivator for the T/S-18. Any and all suggestions will be appreciated.

The website address is "www.t18.net"

Roy Farris

Thorplist

For those of you with internet access, there is also a T/S-18 email list. This is a great place to ask questions, answer the questions that others ask, post information and ideas or to just shoot the breeze with other Thorp enthusiasts. Once you get signed up, you just send an email message to "thorplist@egroups.com" and everyone on the list gets the message. Likewise if someone else sends an email to the thorplist you get it in your email. There are about ninety people on the list now and it is growing slowly. To join the list, go to "www.t18.net" and click on "Join the Thorp email list". It's a great place to share ideas.

Thorplist Chatter

The following information was taken directly from the Thorplist Email list. Nothing has been edited.

From: Tony Ginn <taildragger@alumni.calpoly.edu>

Just a couple of thoughts. Danny Cummings just wrote that he is replacing his alternator belt at annual. That's the ideal time. But what if your belt fails while you are away from your home field? Do you really want to have to pull the prop for such a simple fix? Next time you have your prop off, slip an extra alternator belt over the prop shaft and secure it (with tie wraps) tightly against the case. If your belt fails all you need to do is cut the tie wraps, loosen the alternator, slip the new belt on, re-tighten and safety the alternator and you're back in business. (For my plane, that's only one wrench and a pair of safety wire pliers.)

I write this next part with no disrespect towards anybody. In fact, I applaud the fact that questions are asked rather than just guessing at it. But it scares to me hear people asking questions regarding basic things such as torque values and hardware. As we all build, maintain and fly our airplanes I would hope that we have at least the basics in handbooks, how-to manuals and construction techniques. Here are a few examples of books that are chocked full of information that I keep in my toolbox and hangar:

Standard Aircraft Handbook, 5th Ed.

Written by: Leavell and Bungay

Published by: Tab/Aero (a division of McGraw Hill)

Source: Aircraft Spruce (800) 824-1930 \$12.95 p/n 13-11400

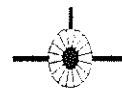
Standard Aircraft Maintenance Handbook, 1st Ed.

Published by: IAP, Inc

Source: Jeppesen Sales (800) 443-9250 \$12.95

There are many building and maintenance reference manuals out there. Get a hold of a few, get to know what's in them and use them. Let's keep the Thorp T-18 community safe. It would be a damn shame to give Thorp's design a black eye or, worse, lose a member of our community due to our own short-comings.

Editors Note: Although not listed by Tony in his email, the T/S-18 Newsletters are one of the best sources of information regarding our airplanes.



Thorplis Chatter, cont.

Address for Gee Bee Canopies

Address is Gee Bee, 16715 Meridian East, Puyallup, WA 98375-6260. The phonenumber is (253) 841-4614 (also fax). Glen Breitsprecher has made about 90% of the canopies (31 years at it). He visited John Thorp in CA many years ago and supplied John's canopy. For the E-mail it's g.breitsprecher@worldnet.att.net

Prices (at present) for windshield and canopy are:
3/16" \$750 1/8" \$650

Canopy only 550
Windshield only 150

These are shipped untrimmed and crating (contract) is \$110. Example freight is \$147 to San Diego. Glen can provide a price list or can give better information if contacted directly.

Hey folks ...how about that for service!
Tom Worth - N295RS - Tacoma (TIW), WA
Note: RS used Gee Bee canopies.

John Evens points out how important it is to have good cockpit access for working on such things as the gas tank. One of the ways is to make the floor board removable. A solution that I incorporated in 966RP is to cut a hole in the underside of the fuselage directly under one of the seats. This when removed allows one to stand (kneel) on the ground and be in excellent position to work on any of the componets located in the cockpit. This of course can easily be done on any T-18 at any time. At the time I did a simple stress analysis that showed sufficient strength remained in that area of the fuselage if one uses dimpled holes and nut plates. I left about three quarters of an inch on the ID of the cut hole under the seat for the nutplates. The 6-32 nutplates are about two inches apart.
I don't like to mess with J.Thorp's design, but this is an exception.

Bob Pernic

From: ggreen@itexas.net

Re: Canopy Locks;
I have a cabinet lock on my T-18 that I used for nearly 15 years. I don't used it any more though. Heres why: It only keep the honest people out. Its like locking a convertable. About 3 or 4 years ago an RV-6 buddy and I, took our -

wives and went on a flying vacation from Texas up thru Yellowstone, Kalispell, Glacier Park, Seattle, Sacramento, Reno, Canyonlands, etc and home. While in Woodland, Ca (Yolo Co.airport), we had to leave my buddy's RV-6 tied down outside. (The T-18 20' 10" wingspan was able to squeeze into a hangar). Upon returning to the airport, we found the RV-6 (which had been locked up and with a canopy cover installed) had been broken into. The canopy cover was nowhere to be found. The perps had tried to break open the lock on the canopy release lever on the side of the cockpit, thereby boogering up the paint, sheet metal, and locking mechanism. Being out-foxed by the lock, the bastards did what any car thief would do to a convertible. They slit the top. But, instead of using a knife, they used a hammer or other blunt, heavy object and proceeded to smash a hole in the canopy big enough for one of them to crawl thru to get at the radios. They took the good stuff like the King radio, xpndr, etc. Had the RV-6 not been locked, in all probability, the stolen items would have been exactly the same. The airframe damage would have been zero. You ain't going to keep a thief out. Don't lock it with anything more sophisticated than a tiwrap or piece of safety wire. Its only going to keep the honest people out. The slug with the pierced eyebrows, studded tounge, ring in his ear, bone in his nose, and cap on backwards will get pissed and tear Hell out of things to get at what he wants. By the way, don't expect much help from the local gendarmes. They look at a homebuilt airplane like a hog studying a watch. The Feds ain't any better. They have bigger fish to fry. The theft ring preying on aircraft was caught in Calif, my buddy's King radio was found among a hangar full of stolen avionics. He still has not gotten it back and never will. "Evidence", ya know?
The rest of the story. It was a traumatic experience for all of us. I have absolutely no doubt that either of us would have killed (no exaggeration) the culprits that day if we could have caught them. It was like rape. It took a long time to cool off and get a bit more rational. We eventually decided we could patch the RV canopy with sheet metal and speed tape sufficiently to make it airworthy to fly it home for repair. It wasn't pretty, and the view wasn't spectacular, but we figured it was safe if in formation. The forward portion of the windscreen was intact and he had a good view of lead. Maxine flew home on a Delta pass, Charlie's wife flew in my right seat, and Charlie flew on my right wing all the way home.
We don't lock out planes anymore. Don't you!

Gary Green

Thorplis Chatter, cont.

Tailsprings

I've never experimented with a locking tailwheel, which in general is used as a last resort on higher horsepower airplanes when a steerable tailwheel won't do the trick. The Glassair taildragger used one, as did a T-6, a P-51, a C-47, & etc. The RV's leave the chains slack and the pilots like the way the airplane handles, but the T-18 tailwheel steering links should be coupled to "Tiller" springs (compression type) with a little tension. Enough tension so the steering is positive, but not so much that you can't break the wheel out of center and swivel it just by tapping a brake or pushing on the side of the airplane. A worn out Scott tiller bar on the tailwheel yoke is very unsafe, in my estimation, because it requires that you do quite a dance on the rudder pedals to maintain control. I flew back to Oshkosh in 1995 with a worn out tailwheel assembly and fought it on every landing. I decided to buy a new Scott Tailwheel assembly while there and installed it in the fixit area. What a wonderful difference it made. I was very happy to regain good control again. I learned a lesson from that experience, to wit; Take care of your tailwheel mechanism and spring tensions or you'll find yourself joining the ranks of "those who have groundlooped," while losing your status of "those who are going to. groundloop."

No doubt a locking tailwheel could be made to work but you ought to talk to someone who has used one to get an idea of the reasons for it in the first place and, secondly, the positives and negatives of having one. It would require a redesign of my tailwheel adapter to incorporate a locking mechanism that you could control from the cockpit. I'm sure it could be done without much trouble but I would rather not do it. The unit works good now and accomplishes all the things I intended, so I would rather leave it as it is.

To clarify these comments, my criteria for the Tailspring Assembly was:

1. The tailwheel had to be steerable, full swiveling, and be able to incorporate a tailwheel fairing, using commonly available components that wear out over time. (The Yoke, Wheel Assembly, and the Tiller Bar are stock Scott components that I used which can be purchased individually)
2. I wanted the tailspring rebound rate to match up to the main gear rebound rate of 3/4" per G. (It now hops, instead of porpoising, on a firm landing)
3. I wanted to lower the tail to increase the ground angle of attack, so I could take off quicker and land slower. (This, in conjunction with 20 degrees of flaps on takeoff, gets you in the air two or three hundred feet sooner and allows you to land a little shorter by getting closer to the stall angle of attack on landing.)
4. I wanted to decrease the drag of the original 2-1/4" wide flat spring, which sticks down approximately 8". (The round spring, at ten degrees angle of attack to the relative wind has less than half the drag of the flat spring, resulting in a

slight gain in airspeed).

In the event that you don't have both drawings I still sell sets of these plans for \$10.00, Which just barely covers the cost of duplicating and shipping them, and I register each set so I can send you revisions if necessary. I'm not sure if your FAA Engineering Office (GADO, EMDO or whatever they call themselves now) considers this a major change or not, but you should have appropriate documentation and consult them to avoid invalidating your Airworthiness Certificate, which voids your insurance. AVEMCO pulled this trick on the owner/builder of a Long Eze a couple of years ago. He modified his fuel system, didn't like it and changed it back. Without him realizing it, his Airworthiness Certificate had been invalidated by the first action, and legally required renewal. Which, of course he had not done, so his liability Insurance was null & void, and he was not insured when he ran his airplane into something expensive. The NTSB decision was appealed, but was upheld by a Federal Judge. AVEMCO avoided paying the liability claim. The Experimental Category needs something like an FAA Form 337, which documents major repairs or approved changes to a standard airplane. But that's a story for another time. This is no doubt very bad news to "Experimenters" that have accumulated many little mods over the years. We need to be very careful in what we do to our airplanes to assure that we have not made a major change (as defined by the FARs) since our Airworthiness Certificate was issued.

Best Regards, Lyle Trusty

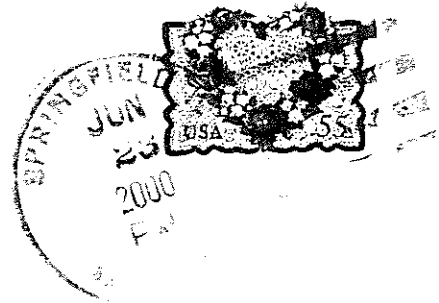
Upcoming Events

Oshkosh, Air Venture 2000 -- we will once again have our Forum and feed on Friday July 28 at 12:00 noon in the Nature Center. Bill Williams will again be preparing his world renowned Brats. Everyone is urged to attend. For additional information, contact Roy Farris at (618) 723-2594 or email: rfarris@wworld.com

Kentucky Dam Fly-In --- Oct 6,7 &8, 2000
 Gilbertsville, Kentucky. Join the annual fall gathering in Kentucky. It's always a good fly-in. For further information, contact Jim Paine at (828) 698-0368 or email: jpaine@ioa.com

T-18/S-18 Thorp Newsletter
Roy Farris
P.O. Box 182
Noble, IL. 62868
Phone: (618)723-2594
email: rfarris@wworld.com

June 2000



Please check your mailing lable for the "PD" entry in the upper right corner. If you don't see the "PD" entry, then you have not paid this years dues. Please be kind and send your year 2000 dues now.

THORP T-18 MUTUAL AID SOCIETY ----- 2000 DUES

Please continue your support of this valuable exchange of ideas, building tips and safety information covering John Thorp's greatest design. Please make checks payable to: Roy Farris P.O. Box 182 Noble, Illinois 62868. Make check for \$25.00 US, \$30.00 for outside. I don't know yet how the postage increase will affect out mailing costs.

Name: _____
Address: _____
City: _____ State: _____ Zip Code: _____
Phone: _____
Email address: _____
Notes: (building, flying, thinking about it, etc): _____

T-18 NEWSLETTER

January 2001



Amos Rank ~ N37AR ~ Independence, OR.

IN THIS ISSUE:

Porterville Fly-IN
Kentucky Dam Fly-In
Saftey Talk
ThorpList Chatter
Technical Tips
Upcoming Events

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