

'83 OSHKOSH ISSUE

Osh '83 is now history and, as always, it really defies description in 10,000 words or less. Each individual can only savor a microcosm of the total, so the spectacle as he sees it may well be far different from the complete picture.

I arrived early Friday morning in my T-18. They had just activated the special arrival procedures, but traffic was still on the light side. While on right downwind for R27, they surprised me with a command to "turn right immediately and land R18. Clear to land, but maintain altitude over R27." Apparently, this was done quite often on Friday, as there was negligible traffic in the fly-by pattern using R18 and this eliminated some of the congestion on R27 and permitted looser spacing.

Our original plan was to get in Thursday afternoon, but OSH WX was IFR, so we tied up at Janesville, WI, for the night. VERN PEPPARD came in IFR, but the approach sequence had him 57 miles out (over Lake Michigan) on the VOR approach, which gave him a gulp or two when his engine ran rough a time or so. WALT GIFFIN was the first in, with Vern next and I was #3 the next day.

Aircraft attendance was definitely down in all categories from '82 numbers, but I heard it picked up about mid-week. The first Saturday and Sunday crowds were also considerably lower out on the flight line. Apparently, the economy was a factor this year.

I don't know the exact number of T-18s that were registered this year, but when I left on Wednesday morning, there were no more than about 25 and some of them had come and gone on the same day.

We had the T-18 Forum on Monday afternoon and it was almost SRO. In response to requests from several builders, we kept the agenda relatively nontechnical. The main thrust was introducing various individual builders and having them do short thumbnail talks on their T-18 experiences in building and flying.

One of these was VERN PEPPARD who has volunteered to put out a T-18 operations manual. In the main, he will use excerpts from back issues of the newsletter that pertain to safety or flying. Vern is the founder and owner of several large companies and one of his businesses that serves the oil industry has a complete printing plant in-house. He has most generously offered to underwrite the printing and distribution of this manual to all members in good standing.

At present, Vern is in Red China at the invitation of the Peking government along with a number of other U.S. geologists and petroleum production experts. But the manual will be issued shortly after his return. The first copy will go to JOHN THORP for proofreading for accuracy.

I know you all will join me in extending our appreciation to Vern for his generosity. I was at the point of giving up on the newsletters, as they had become a real problem - they were simply too much for one rapidly aging old codger to handle all by himself. The Post Office was to blame for a lot of this by "losing" newsletters which in turn caused a flood of requests for back issues.

We are now sending all newsletters first class mail, which should end most of the nondelivery problem. We have had to increase the newsletter donation fee to \$10.00 to cover our costs for the rest of 1983 and through 1984. If you aren't up to the \$10.00 level, it would be appreciated if you would feed the kitty. Back issue postage and envelop costs (for a full set) are over \$3.00, so you can see it does not take long to add up.

Also at the Forum, we asked for a vote on a name change to the "T-18 BUILDERS AND OWNERS SOCIETY" and it was unanimous in favor. So, in December 1983, we will make the name change on the bank account and letterheads. Eventually, most T-18 owners will not be the original builders, so it will be essential to keep owners up to date on service dictated mods, inspection procedures, operating techniques, accident analyses, etc.

RIK KELLER (San Diego) was one of the proud T-18ers with his bird out on the flight line and he fascinated the forum audience with his account of how four too-long bolts in the axle put him over on his back at a wilderness airstrip in Utah and how he managed to wriggle out between the canopy and turtledeck. Some of the subsequent events were almost hilarious, in spite of the obvious miseries and dejection of a T-18 owner having to disassemble his slightly bent bird and truck it home for repairs!

BOB DIAL gave an excellent discourse on the dangers of T-18 builders or owners exceeding the operating limitations on the aircraft. (More on that later in this newsletter.)

PETE BECK (Washington, D.C.) also reported on a news wood prop being made up to specs of an Australian designer, who has achieved some significant performance gains with his prop designs.

We originally had JOHN WALTON (Houston) on tap for the forum to tell all about the building of the new folding wing with integral fuel in the ouboard sections. But John got stuck with weather in Boston and didn't get in until Tuesday evening and, even then, had to leave the bird in Green Bay. John was the T-18 rep at the Dayton Air Fair this year. LEE SKILLMAN was the T-18 rep last year, with HANK STEIGINGA (Lancaster, CA) the year before that. Lee told of the fabulous treatment accorded to those attending as designated representatives by the designers of the most popular aircraft.

John also made a side trip to Boston to see his mother after the Dayton Air Fair. He really got to evaluate the worth of all that extra fuel being available and he found out he had more available than was practical to use in most situations. Whereas his previous fuel stops were 2 to 2½ hours apart, he now can add 1 to 1½ hours to that and still not use full wing tank capacity.

Before he made a trip to the West Coast a few months back, he installed TEMPERFOAM seat cushions and he sings the praises of it now.

I heartily concur. JOHN HARAST, a local builder, flew up with me in my bird. My seat cushions are 2" thick polyfoam on ½" wide aluminum strips riveted together on about 3" spacing. When I spend a day of 6 to 8 hours of flying, my right hip aches for a day afterward and 2½ hours in the seat is all I can take. We weren't out 15 minutes when John started squirming. He is about 6'2" and 190 lbs. and not as well padded as I am. By the time we tied up for the night at Janesville, his one aim in life was to buy some extra cushions at OSH for the return trip home.

HARLO MCKINTY happened to have some remnant demonstrator TEMPERFOAM cushions at his booth in OSH, so we bought a couple, even though they were a bit too large. What a difference! No longer did the tunnel and seat frames gouge us and we arrived home after some 6 hours of flying with happy fannies. I'm sold on it, as is John.

After my last trip to California, I often said, "I don't know how DON TAYLOR can sit there that long." I still don't. Of course, Don was to be the star attraction for the T-18 forum and the T-18 dinner, too. But, on Monday, he was still in Resolute, Canada (which is about 65° N near Frobisher Bay and near the Arctic Circle) and had been snowed in for 2 days. By our Tuesday night dinner time, we had word that he had made it to the North Pole and was back on the ground at his first refueling stop. He finally got back to OSH on Saturday, wearing a Santa Claus suit.

To say, "Congratulations, Don, for still another fabulous flight" doesn't begin to say it. Besides the careful planning, the meticulous preparation, it is also a tribute to his determination and courage to press on and accomplish his goals. All of us have only the greatest admiration for Don and his amazing and truly fabulous flights. Not only twice around the world, an Australian round trip, and to the North Pole and back, but also several other intercity records in the U.S.

In case you wonder how he navigated to the North Pole so accurately, he used a borrowed OMEGA set, which roughly operates somewhat like Loran, but is even more accurate. You'll read Don's first-hand account in the magazines soon, so I won't go into further detail. Perhaps we can get Don's story in the newsletter soon, too.

You may also know his T-18 went into the new museum at OSH, where it will take its rightful place in aviation history. Will Don be satisfied now to rest on his laurels? Maybe. However, he and his son, who is an aero engineer, are building still another T-18

As usual, our annual T-18 dinner was a whopping success. LEE SKILLMAN again did a superb job as the MC. And, again, we thank JOHN WALTON for making the arrangements. ED BURKE (PIT) presented a giant tail hook replica (a garden fork with a 4' handle properly striped) to LOIS TAYLOR, who was standing in for husband, Don. GARY GREEN's (San Antonio) slick yellow T-18 got the most votes for the best T-18 there and awards were given to each T-18 owner making it to OSH for the first time.

We are printing a few pictures of our dinner meeting in this issue. However, if any of you would like prints of all 23 pictures in the pack, mail a check for \$54.00 to JOHN HARAST, 3018 Merrell Road, Dallas, TX 75229 and he'll send you a set. (if you only want a print of the table where you sat, only the cost is 2.35 ea. ppd. Check the listing of those at various table numbers on pg. 6. Tables were numbered clockwise, beginning with the speaker stand)

One nice announcement at the dinner was RON MILLER's decision to move to the U.S. and make it his permanent home. In so doing, his T-18 project will have the unique distinction of flying nonstop from the U.S. to London and back before it's ever finished! Ron says he'll probably settle in California, where he can inhale a bit of fog now and then and cure any homesickness. Welcome to the U.S. rat race, Ron!

T-18 LIMIT SPEEDS: There apparently is still some confusion about terminology concerning the maximum safe operating speed of the T-18. The V_{NE} (NEVER EXCEED SPEED) for the T-18 is 210 mph. Do NOT confuse it with the V_D of 233 mph. V_D is the demonstrated dive speed and, for all practical purposes, FORGET IT! V_{NE} means what it says - NEVER EXCEED. We've said it before, but let's say it again. The speeds are TRUE airspeed in mph, not indicated. Also remember these airspeeds are based on calibrated pitot/static systems, so if you have not verified and calibrated your airspeed system over measured ground courses, you have an unknown quantity and you are gambling. So now if you are thinking about installing a 210 hp turbo-charged engine and getting a 230 mph cruise speed at 20,000 feet, let's be realistic. There's no such thing as a free lunch. If something like that is your goal, maybe you should consider selling your T-18 project and putting that money on something like a Brokaw Bullet.

While we're at it, let's take a long look at doing aerobatics in a T-18. The record over the years shows that aerobatics in any type of airplane is more hazardous than normal flying. Most of the accidents occurring were by trained aerobatic pilots flying airplanes specifically designed for aerobatics. So, if they buy the farm occasionally, ask yourself how the odds are for an untrained amateur in a super clean airplane that will go far past its V_{NE} in a flick of an eye out of a busted maneuver. Even if you wear a chute, there's no way you can get a T-18 canopy open in flight.

Sure, we see "pros" doing aerobatics in a Bonanza or a Viking, etc., but are you one of those that are qualified? It's a lot smarter to go out and rent a Pitts or trade your T-18 for one, if right-side-up flying is too tame or boring for you. Right?

FOR SALE: LARRY EVERSMEYER, 4725 S.W. 207th Court, Beaverton, OR 97007 just called me to tell me he's going to a C/S prop on his O-360 T-18 and, as a result, has a brand new SENSENICH W68LY80 (68"x80") prop, the flange adapter, 4" prop extension, and spinner for sale at a bargain price. His home phone is 503/642-3753. (That's for 180 hp.)

PITOT DRAINS: Talking to T-18ers, I find that I do not have a low-point moisture drain somewhere between the pitot head and the A/S indicator. How have you solved this problem? Please send a brief report and simple sketch ASAP. We need several solutions, so please help.

TOWBAR: At OSH this year, WALT GIFFIN came up with a slick way to make a towbar to attach to the tail wheel spring and wheel. It is carried in the airplane and makes pulling the T-18 around a cinch. Newsletter #58 will feature a picture, drawing, and comment by Walt. You'll like it. (We've got some sharp people in this T-18 bunch, I tell you!)

This is the end of our OSH '83 report. The following pages are pictures of our '83 dinner and a listing of names at the various tables. Since this newsletter is oriented toward the social side, our next newsletter (#58) will be full of some very excellent tech articles that I promise you'll find of interest to all of you. It will be mailed no later than November 15.

FOR SALE ITEMS

MIKE DEANER, P. O. Box 2472, Capistrano, CA, 92624, phone 714/661-8170 has gone c/s, so has a Sensenich 66 x 76 wood prop, with spinner and bolts for sale for \$300 (This is for the 0-320 engine)

MAC BOOTH, Box 580, Daleville, AL, 36322 needs a "straight back" engine mount for an IO-360 Lyc (not the dyna-focal type). He also has a few T-18 parts left over at 1/3 off the list price. No phone was listed, but you can get it easily by calling the 555-1212 long distance info no.

TED WEISS, 7288 Bridle Vale Blvd. NW, Bremerton, WA, 98310 (206/692-1565) Has his T-18 project for sale for \$7500 (but would negotiate, he says) Engine is a Lyc. 0-320-D2a, with prop and spinner. Fuselage is complete and on the gear. Wing, tail, and all tail surfaces are complete and flush riveted. Many extras including wheel pants, canopy, and more. He says his work and current house projects allow no time for T-18 completion in foreseeable future. Too bad, Ted, as it sounds like you were in sight of the magic moment. This ought to be a good opportunity for some of you boys in that part of the country. Ted also said he would consider selling the engine separately. (no info on engine time, etc. or engine mount).

RON JOHNSON, 8760 Spearhead Way, Reno, NV, 89506 (702/ 972-7216) has the following items for sale or trade. Says he would trade for most anything he could use on his project. Items are as follows: (1) Marvel-Sc hebler MA4SPA carb. (1) Rattray cowling (2) standard outer wing panels. Excellent work, with ribs undrilled. (1) flap completed and material to finish the second one (Ken Knowles parts). I think Ron changed over to a folding wing in midstream.

DAVE EBY, 3206 Martin Blvd., Wichita Falls, TX, 76308 (817/766-2523) has not one, but TWO T-18 projects for sale. Dave has about burned himself out on flying since he retired from the Air Force about 6 years ago. He has put in about 100 hrs, a month spraying, instruction, and charter flying and sees no end to it and no spare time. He has one fuselage complete, with canopy, controls, tail group, instrument panel, and tank in, up on the long gear, with a 160 Lyc. partially plumbed and wired. The wing (std) was bought from John Kleber, when John built a folding wing. Wing has 100 hrs. on it & painted white & is complete with tips, lights, flaps, ailerons. Airframe price is \$8000. He will sell the new engine & Cassidy prop separately. The other airframe (also std.) is partially riveted. It was his personal project when he bought the other airframe components. He also has cowlings, wheel pants, and a variety of other parts. Workmanship is excellent on all. Price is his cost in '80 dollars.

JACK WEIGLER, 827 Greenhaven, Richardson, TX, 75080 (214/238-0934) has a partially riveted fuselage (a round back, easily changed to a std.) up on gear, with canopy. \$1800.

TABLE #1 (L to R)

Ken Knowles
Geri Knowles
Lois Taylor
Judy Skillman
Shawn Skillman
Lee Skillman
Terry Hagle
Hal Aavang
Lee Walton
John Walton

Table # 2 (L to R)

Paul Krogh
Mike Deaner
Peter Beck
Mazie Lipscomb
Karl Lipscomb
Sue Beamer
Hank Beamer
Bob Pernic

Table #3 (L to R)

Jim Ruckman, Sr.
Jim Ruckman, Jr.
Ron Chapwick
Bob Dial
B. C. Roemer
Steve Giffin
Walt Giffin
Bev Giffin
Larry Whetzel
Shirley Whetzel

Table #4 (L to R)

Ron Johnson
Mike Rothermel
Bob Hovey
Fern Hovey
Marie Brock
Gray Harmon
Bob Tannehill
Gene Sloan
Thelma Sloan
Harry Paine

Table #5 (L to R)

Don Hackney
Ione Shallbetter
Howard Warren
Fred Gindl
Ralph Powell
Malcolm Mobley, Jr.
Howard Nixon
Rose Nixon
Helen Hudgins
Bob Hudgins

Table #6 (L to R)

Ted Horlick
Jim Renneker
Wallace Hunt
Vincent George
Loren Huston
Alfred Cousineau
Janice Derby
Bob Derby
Bob Furrer

Table #7 (L to R)

Jim Jarchow
Harold Kelsey
Paul Kelsey
Harlo McKinty
Dick Wallace
Wray Cloyd

Table #8 (L to R)

Orville Green
Luci Neunteufel
Bob Jaeger
Nick Seraphinoff
Barney Boukamp
Linde Fleming
Ray Fleming
Lyle Fleming
Pauline Fleming
Mark Green

Table #9 (L to R)

Ron Miller (UK)
Zarin
Ed Burke
Jody Burke
Andrew Dudash
Dan Dudash
Holly Robinson
Dorothy LaBreche
Rex LaBreche

Table #10 (L to R)

Russell Ross
Terri Ross
Glenn Lawler
Ingrid Lawler
John Starr
Amy Starr
Bill Cox
Bonnie Cox
Rik Keller

Table #11 (L to R)

Paul Shifflett
Helen Shifflett
Linda Shifflett
Mary Warner
Don Warner

Table # 11 (cont'd)

Roger Dengler
Helen Dengler
J. Brayshaw

Table # 12

Paul Rendel
Gary Cotner
Gary Green
Jerry Kinman
Peter Leffe
Emily Bloom
Leroy Holt
Mary Holt
Bob Slagle
Helen Slagle

Table #13

Jim Cozad
Roz Cozad
John Kenton
Cecil Hendricks
Fanny Hendricks
Jim Evans
Ford Hendricks
Jack O'Keefe
Juanita O'Keefe

Table #14

Bob Sanderson
Jeff Sanderson
Ed McLaughlin
Ken Rhoads
Greg Rhoads
Chuck Meyer
Mike Gould

Table #15

Joe Forbes
Paul E. Levesque
Donald Kames
Bob Vanderbos

NOTE:

When ordering pictures, specify the table # and print your name & address & zip. Prints are B & W enlargements.



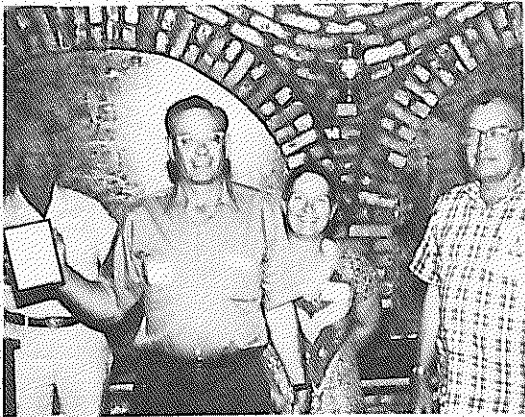
LEE SKILLMAN M.C.



GARY GREEN
BEST T-18



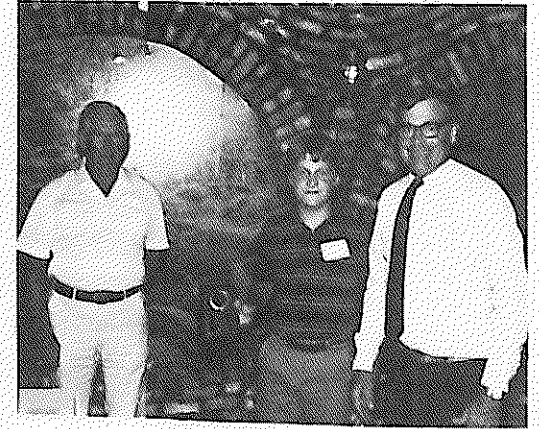
ED BURKE PRESENTS THE '83
TAILHOOK AWARD TO DON TAYLOR'S
WIFE, LOIS.



FIRST OSH TRIP WITH T-18



FIRST OSH TRIP WITH T-18



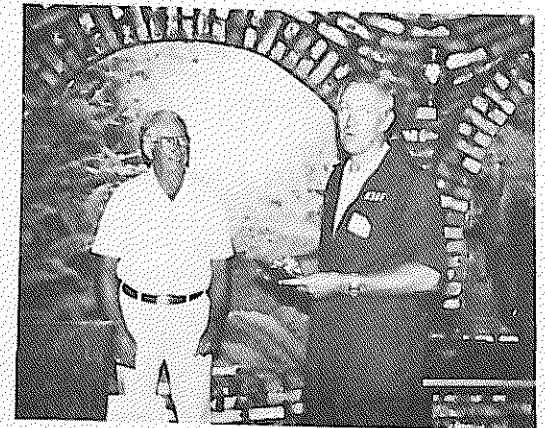
BEST FOLDING WING T-18
JOHN & LEE WALTON



OUTSTANDING ACHIEVEMENT AWARD
TO DON TAYLOR



FIRST OSH TRIP WITH T-18



1st OSH TRIP FOR T-18

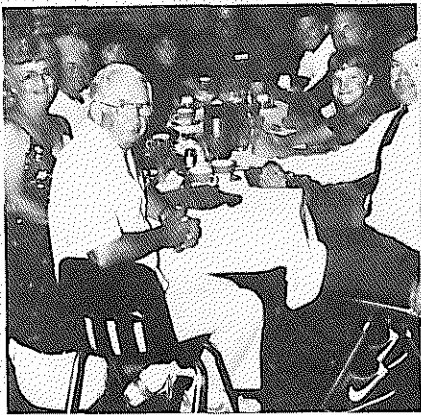


TABLE #1



TABLE #4

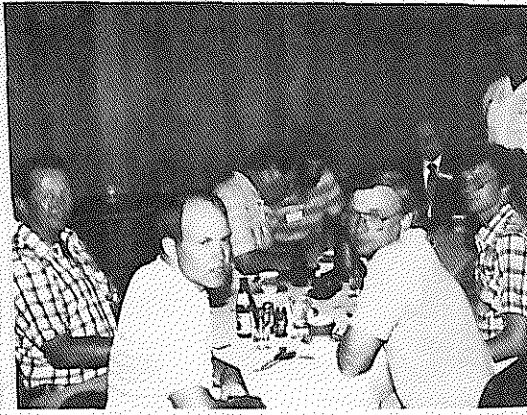


TABLE # 2



TABLE #3

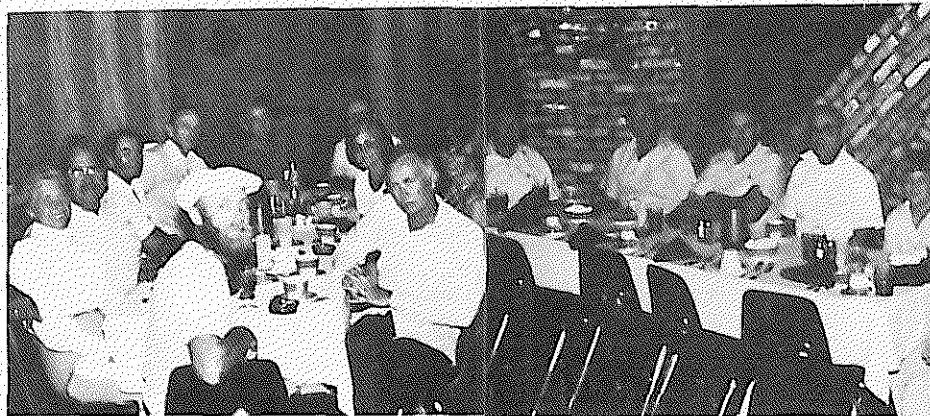


TABLE #5



TABLE #8



TABLE #9



TABLE # 10

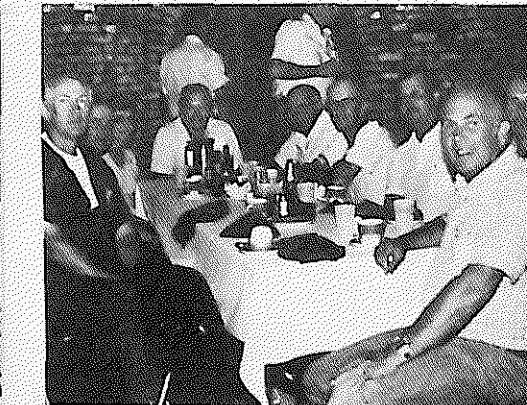


TABLE #13

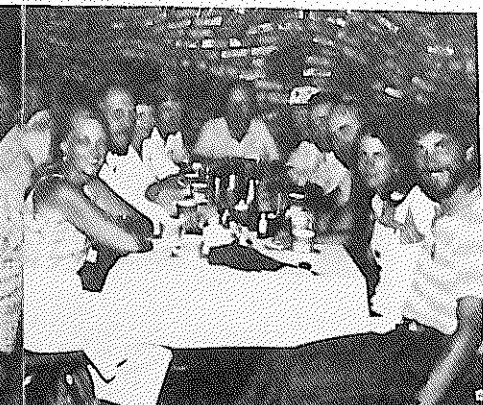


TABLE #12