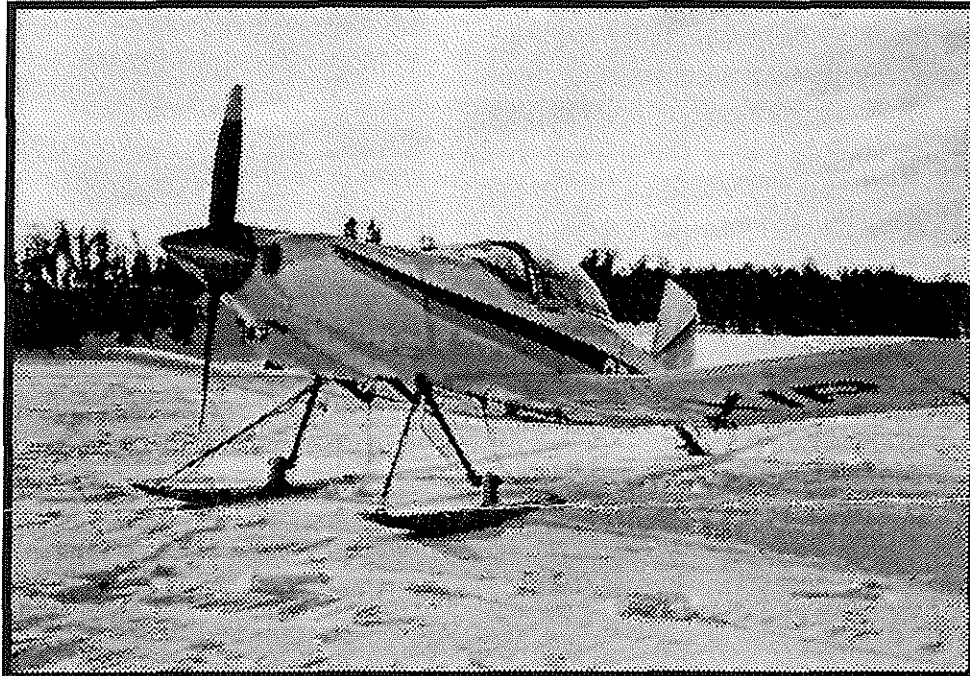
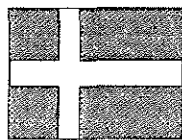


T-18 NEWSLETTER

ISSUE NUMBER 77



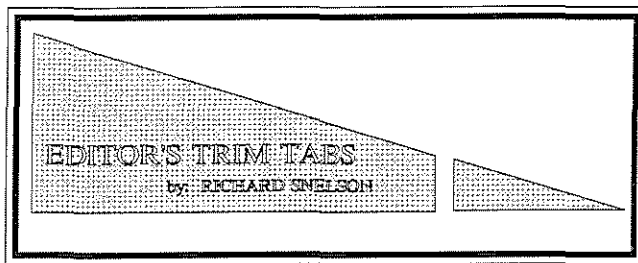
SVEN-ERIK PIRAS' T-18 ON SKIS STROMSUND, SWEDEN



In This Issue:

Kentucky Dam Oct 1990 by R. Snelson
Gear Up Landing by R. Snelson
First Flight by John Evens
The Rest of the Story by Frank & Sabrina Snedeker
Marking Jig for the Horizontal Tail by R. Snelson
Travel by Jim Strickenberger
Lessons Learned

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.



Editors Columun Newsletter No. 77 December 1990

Part of my decision to build a T-18 for the second time was based upon having a set of excellent complete plans and to also be able to build and complete the airplane no matter who goes out of business. I understand there are 300 individuals out there with partial Wheeler Express Kits that would like to be able to say that.

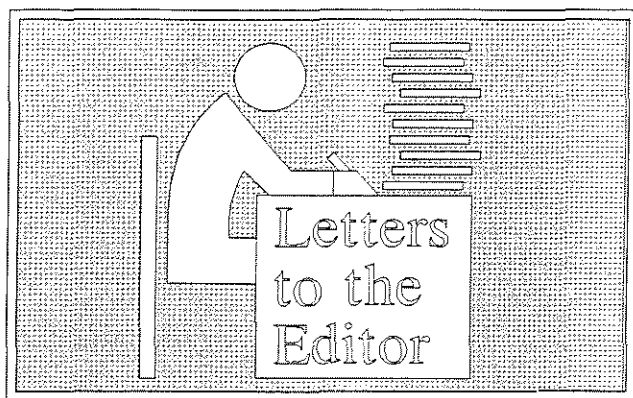
As I read the November 1990 Issue of Sport Aviation carefully from cover to cover looking specifically for any news or information on the "Wheeler Express" situation it became very clear that EAA Headquarters is clearly unwilling to handle the tough issues that face the homebuilt world. I found only one small paragraph stating that Wheeler had closed his doors. Fact is folks that 300 builders have been stranded, and EAA Headquarters prints one small paragraph. One could say that's not their job. I think it is their job and duty to report this and other tough situations that don't always cast a bright shining light on the whole EAA Movement. Sport Aviation has become all glitts and glitter, and reports only the good stuff, they push the tough issues under the covers. To give you some idea of what this is about, US Aviator (Nov 1990) reported on "Wheeler's Problems Worsen", just a few of the details : 300 kits were sold none have been finished, complex parts were deferred by Wheeler to later kits with the possible intention to never supply them, too costly. Both Wheeler's prototype planes have crashed, the second one was on the way to

Oshkosh, killing three. FAA Accident Investigation Form 8020-16 stated possible problems with structural design integrity. Several former employees of Wheelers have come forward with more information, that included falsification of flight time and material used in the kits. What a mess for the 300 builders and EAA members, I wouldn't want to be in their shoes. Yet headquarters puts one small paragraph in our publication and fails to bring this situation to light and support the members left out in the cold. Through the past efforts of our headquarters staff the FAA now puts great reliance in the EAA movement and referees frequently to their publications and help through EAA Technical Counselors etc. in the building of experimental aircraft. If this relationship is to continue it's very necessary for the headquarters staff to handle all issues and report on them fairly. This is only my opinion! What do you think? Could now be the time to start another organization that gets back to the basics of homebuilt aircraft?

T-18 Newsletter Editor

Richard O. Snelson
Route 3, Box 295
Clinton, IL 61727
Phone (217) 935-4215

Part of my decision to build a T-18 for the second time was based upon having a set of excellant complete plans and to also be able to build and complete the airplane no matter who goes out of business.



Letters to the editor

Dear Rich: Please allow me to introduce myself. My name is Tim Travis and I just purchased Curt Kreps' T-18 (N118CK). Curt delivered the aircraft to its new home here at Albert Whitted Airport, St. Petersburg, FL, last weekend. The aircraft is in beautiful condition and is presently involved in some avionics upgrade necessary to operate in this local TCA.

My check to join the Mutual Aid Society is enclosed and I look forward to getting the news letters. I am also interested in finding a T-18 Safety Manual and if you can assist me in this effort it would be appreciated.

Any T-18 owners and drivers are most welcome here at SPG, so please pass the word. Sincerely, D. Timothy Travis Director, Airport and Port, Hangar 1, Albert Whitted Airport, St. Petersburg, FL 33701

A letter from Terry Adams reads:

Re: Supplier of plumbing
One of the best suppliers of plumbing fittings, hoses, oil coolers, etc., that I have found is EARL'S Performance Products, 825 E. Sepulveda, Carson, CA 90745 (213) 830-1620. They have a catalog of plumbing parts they manufacture to AN standards with 37 degree flares in aluminum or steel, forged or bent tube, for all types of hose

installations. As they say "Since 1973 every winner of the Indy 500 used Earl's competition plumbing." They will not sell direct but they have dealers in many larger cities or I ordered by phone from Torino Motor Racing (714) 771-1348 at jobber prices which are considerably less than Aeroquip prices.

As I was visiting Columbia (CA) airport for the Mooney Mite fly-in (I own a Mite) a T-18 flew in. I introduced myself and asked the gentleman for a ride at some time, explaining that through I was nearly completely my T-18 after 15 years I had not as yet had the privilege of riding in a T-18. This particular gentleman declined offering a ride and offered instead to allow me to use his airplane to take dual with his instructor. I was ecstatic, thanks Robert.

Anticipate finishing near the first of the year. Terry Adams, 4364 Boulder Creek Circle, Stockton, CA 95219

Dear Dick,

I have been receiving and have all newsletters from Number 1 on and so far have filled up two loose leaf binders and am about to start the third.

They are probably the best source of help a builder can get. I know in my case I've gotten thru many a tight situation with their help. Dick Cavin did a super job after he took over from Lu Sunderland and now from the looks of your style the excellence is going to continue. Only one problem. Somewhere in the switch from Dick to you number 73 has either disappeared or just wasn't published. To check, on my last trip to see Phil Tucker and pick up some parts, I asked him if he had NL 73. He looked thru his pile and suddenly realized he never got one either. If you will send a copy of NL 73 to me I will make a copy and send it to Phil.

Pat Eby's Photos

If you would like some info on my project (it's still incomplete) here it is: I picked up plans #836 from John Thorp at his workshop in Sunland, Ca in March of 72 (1972 that is!) and in the space of three weekends used his patterns to layout and scribe all pieces of the airplane. I was an Engineer with the USAF (civil service) then working out of HQ. 15 AF. They transferred me to HQ SAC Omaha, NE in May 72; so I hauled all the pieces with me to Omaha and proceeded to cut them out and drill a zillion holes there. I got transferred back to California in 1978, so I hauled all the pieces back to Hemet, Ca. and put them together here.-- Let me tell you that matched hole technique works because everything is plumb and square. In between spurts of project T-18 work I built a house, rehabed another 2 and just finished painting the one I'm in.

I need an engine & prop to finish. Most of the wiring, plumbing, and upholstery is complete and if I live long enough I'll finish it. Everything is signed off by the FAA and they only want to see it again when its ready to fly. And fly it I will, but for now I would like to get a copy of NL 73. Sincerely Fred Barra 41168 McDowell St, Hemet, CA 92344

Dear Dick, I was pleased to see my photographs from Sun'n Fun in the Newsletter. Enclosed are some from Oshkosh. Use them if you can.

We visited the Cavins on Friday. Dick and Lynn seem very good, are as full of spunk as ever. I showed my pictures to Dick and asked him to confirm my data. He wasn't sure about David Young's dad having the oldest T-18, but Dave suggested you print it anyhow to get some response from the readers. Sincerely, Pat Eby 3206 Marten, Wichita Falls, Tx 76308



David Young left , Gary La Count , Gary has been at Oshkosh 18 yrs in a row. David's dad has Oldest T-18?



Dean Cochran N11DC, Broomfield , CO.



Dave Eby's T-18 7.126/90 N53PD with Gene and Thelma Sloan (1990 Wright Brothers Award Winners)

Dear Richard,
Please forgive the long interlude since I last say you! You will be pleased to know that we are progressing on the fuselage that you so graciously donated to Missionary Aviation Technical Training. It made the trip from Illinois to Texas without much incident. I am enclosing a check to cover the cost of the flap handle mechanism and the tool that you are selling.

I thought you might be interested in how we are going to make the splice in the aft fuselage section. We will first level the fuse, (as can be seen in the enclosed pictures), fore and aft, longitudinally and laterally and build a jig to hold the aft section in perfect alignment. Next, the skins will be back-drilled to insure alignment, and riveted in place.

Our new shop is 24' X 45' with central air and heat carpeted floors! (Don't laugh! I got this idea from Dick Cavin who said it is easy on the feet!).

If you know of anyone else that may have extra parts, assemblies, or projects that would like to donate them to a worthy cause, please pass my name on to them. I enjoy the good work you do on the newsletter and look forward to getting mine in the mail! Good luck on your project and Best regards.
Charles O'Neal, Jr. Southridge Baptist Temple, P.O. Box 817, Mansfield, TX. 76063
Phone (817) 477-2948

Your Editor Needs the following items:

Set of good mags. for Lyc 150

Thorp cowling

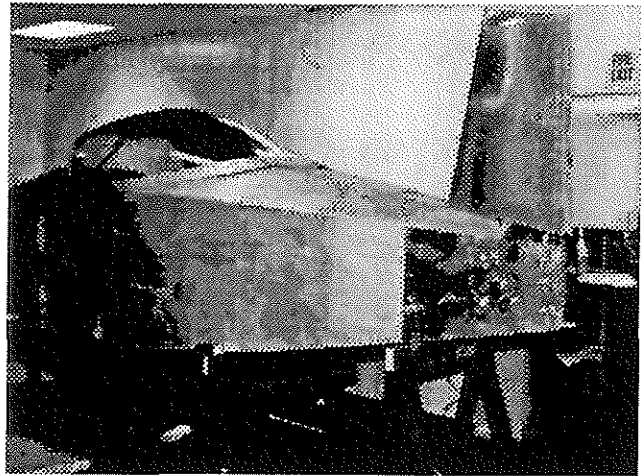
brake cylinders

Oil pressure/temperature

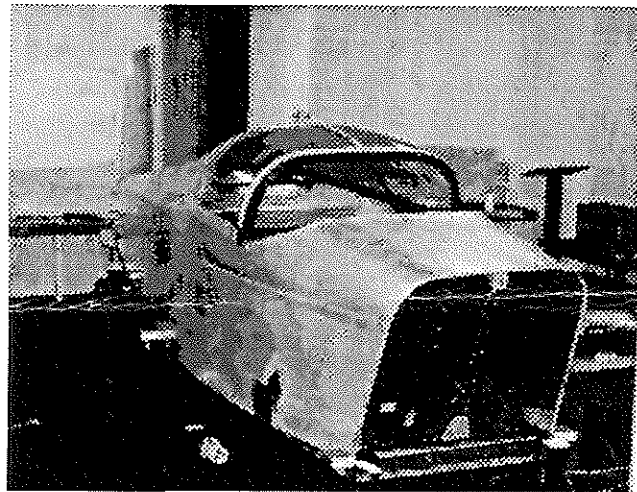
Wheel pants

Radio/transponder

The list goes on! My wife thinks it will never end, call with your price. 217-935-4215



Missionary Aviation Fuselage in Jig.



This is a good cause. If you can help Charles O'Neal please do so..

For Sale Items

Set of T-18 standard plans
and a wide body canopy frame

Lee Skillman

7676 Windcrest Dr

Mobile, AL Phone 205-633-3535

Prop spinner

Prop extension

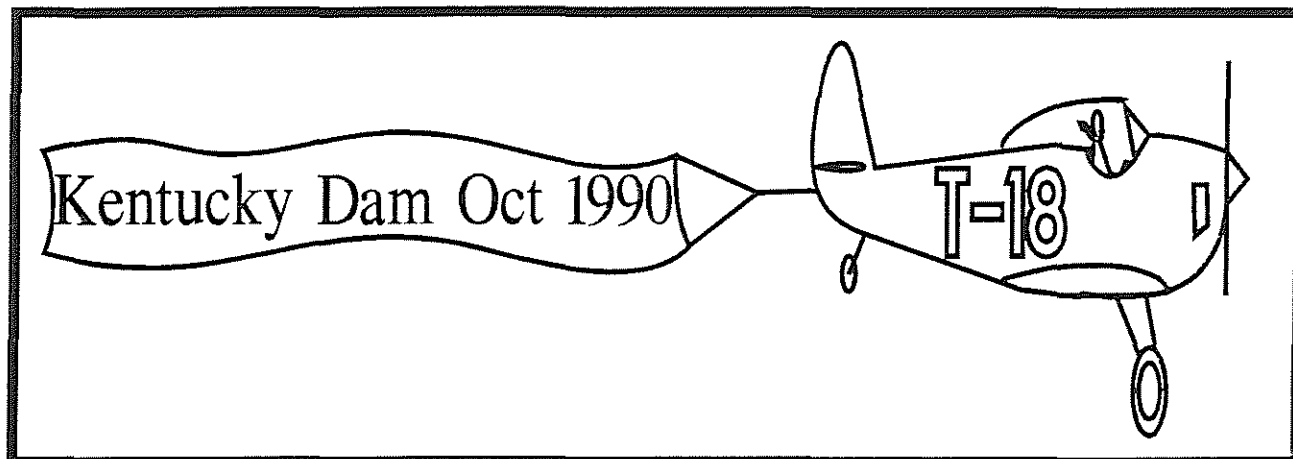
Flat-back motor mount and ring

rudder pedals

rod ends

Richard Snelson

217-935-4215



Kentucky Lake Fall "1990" Get-together

As always, the tribe attending the Fall Get-together at Kentucky Lake enjoyed lots of T-18 flying, T-18 observing, much talk on building and flying T-18s, a lot of really good eats and some great company. Unfortunately bad weather forced early departures Sunday morning with T-18s leaving at about the same time for all points of the compass.

Most of the group arrived on Friday and spent the evening dining on 2 inch thick pork chops at Patty's Restaurant, I'm sorry we didn't get there until Saturday Morning, as Patty's is high on my list of great places to eat. Saturday turned out to be a beautiful day in Kentucky and with 12 T-18s to look at and ride in, what more could one want? Dave Eby went right to it and put me in the left seat of N53PD for a long awaited opportunity to ground steer "The Tiger". It took several passes up and down the runway but I did start to get the key points of directional control for "quick taildraggers". I think Dave's tip of concentrating on something at the far end of the strip helped most in keeping straight (well almost) down the runway and also to take your shoes off to get a better feel for control inputs. Dave found me wanting to push with both feet a lot of the time it's a little hard to get the thing to turn that way. I must say that I'm

now convinced that a lot of pilot preparation will be necessary for this editor to solo his T-18.

Gene and Thelma Sloan, the 1990 Wright Brothers Award Winners, had their beautiful "RED" T-18 at the get-together. If you want to see beautiful detailing and finishing work, this airplane is the best example anywhere. Anywhere you look, either inside the cockpit, behind the seat, or in the engine compartment, everything is done. In fact this is one of the few T-18s (homebuilts) that can have that said about it "100% finished". In my profession of engineering, one of our goals is to practice careful "attention to detail". This is exactly what Gene and Thelma have been able to achieve with N805GS. I took a lot of pictures of this airplane to use when I get ready to finish my cockpit area, but I really don't think there are enough hours in my day to achieve what they have with their project. Congratulations Gene and Thelma Sloan.

A second red T-18 made a brief appearance at Kentucky Dam on Saturday morning, I missed my chance to get the full story on this new bird, as it left in about 2 hours. It is a newly completed project, the builder is Lewis Avaramovich from Cuyahoga Falls, Ohio. It is a very nice example of what a T-18 should be. Lewis had his flight instructor with him and was quickly off to get

more stick time in his new bird.

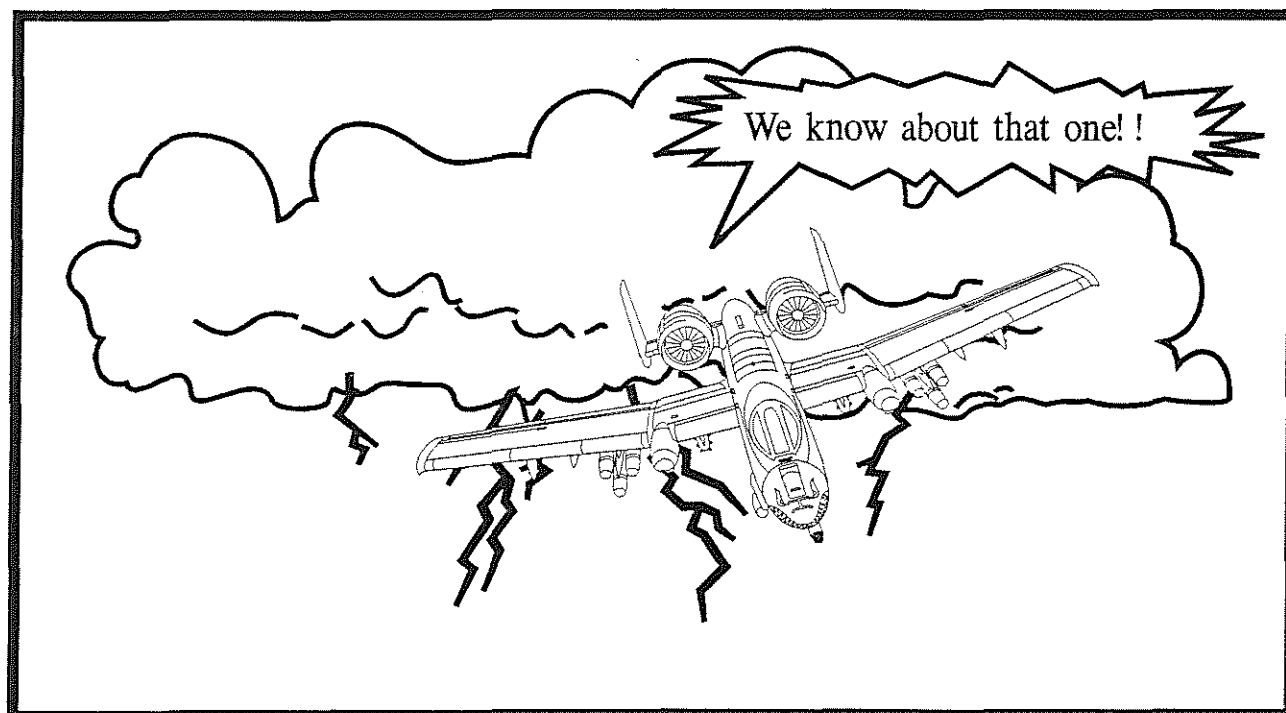
We had a really flashy Father\Son T-18 combination at Ky Dam this year. Leroy Holt and his son Gary had their T-18s on the field. Gary's bird is sporting a nice new paint job that looks just great. Good job Gary. Gary spent more time in the air Saturday then he did on the ground, that's the way it should be isn't it??

I understand from the grapevine that we can expect to see some nice smooth landings from N18117 now that Louann Jones (of Ohio) has soloed it. They tell me that Rick Jones, Louann's husband is great at aerobatics but Louann has it all over him in the landing department. Rick is a great story teller and manages to get at least one out each time I see him in Kentucky.

“Back in the good old days (when Rick was still in his prime, Editors Joke) Rick and his copilot were flying a jet trainer, one that requires constant attention, through a front with heavy thunderstorms,

at night! With no weather radar they had just popped into a good one, and “Old Brother Lightning” had scored a direct hit! With the flash crossing the cockpit and through their flight suit zippers. What was left of their night vision was history and both pilots could do nothing but sit, blinded hoping the squirly trainer would continue, and end up in some kind of recoverable attitude. Rick asked his buddy if he could see anything and the reply was “Are you kidding?”. Well, to make a long story short, they got their night vision back and quickly placed a call to Center to inquire about any other cell that might be out there. The controller quickly responded that nothing was in front of them but there was one heck of a cell about 4 miles behind them. Rick lit up as bright as the lightning flash and responded " We sure as H-- know about that one!!!! Are there any others? ".

Saturday continued with Dave Eby and the other T-18 drivers making sure everyone there got a chance to get a T-18 ride if they wanted it. Thanks fellows! Everyone really



appreciated the opportunity.

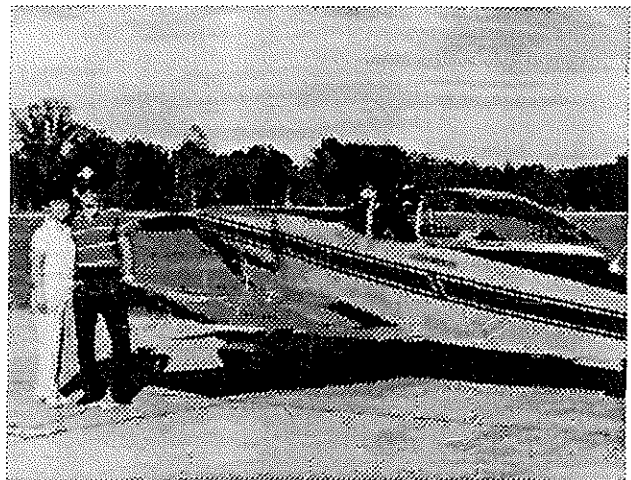
Saturday evening found us all at the customary T-18 dinner, in the Kentucky Dam State Park Lodge. We had a total of 40 people there and the buffet dinner was great. A couple of items of business were discussed and to bring you up to date here they are: The group is planning another T-18 get-together for the Fall of 1991 at Kentucky Dam. A spring get-together is also desired, and will be coordinated by Mary Holt and this Editor. As of late December, we don't have a place. We are looking and thinking about Mexico, Mo. There is an old motel on the field that has been re-modeled. I'll try and check it out early in the year and let you know the results. Best time for the motel would be in June so I was told.

The group voted on how to handle the selection of a T-18 candidate for the Dayton Wright Bros Award. As some of you may know this is usually done by the Aircraft Designer selecting the best example of his aircraft to be placed into nomination for the award. Since Mr. Thorp could no longer do this Dick Cavin carried on the honor in his behalf for some time. Now since Dick no longer writes the news letter a different method of nomination is needed. It was decided that the Newsletter Editor along with two former recipients (to be named at Osh each year) of the award would select the winner from T-18s at the Osh Fly-In. For the current year the group moved that Ed and Jeannette Ludtke of Sioux Falls, S.D., winner of best T-18 at Osh this year would be the candidates for the 1991 award.

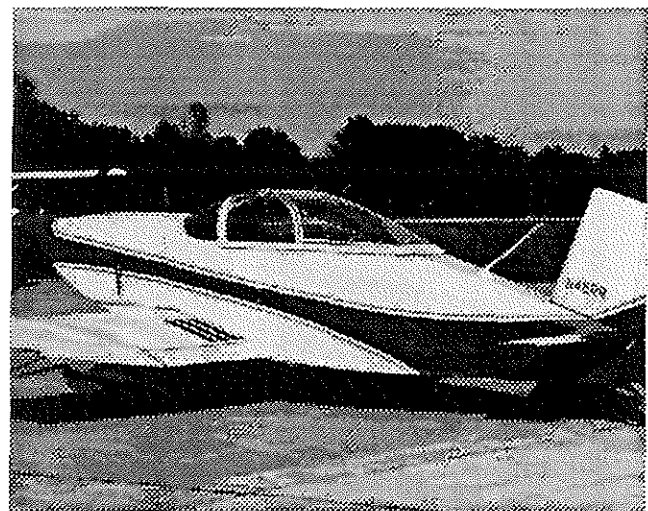
Rick Jones presented a new idea for the newsletter. Anyone that does something dumb while operating a T-18 should write it up and send it to the editor without out a name, address etc. I will start a new column for this important information that will allow our group to share and learn from his



Gary's Holts fine new paint job!



Jane and Don Wolf of Fairborn, Ohio



Russ Ross's T-18, he's from Sioux City, IA

or her experience and maybe save a broken toe or whatever. This same process is used in the airforce and offers a lot of education without any embarrassment for the contributor. (Leroy Holt - "Well finally I'll have something to write up for the newsletter too!!") So if you have a close call or a not so close call write it up and send it to me, with no names please!! I'll put it in the next newsletter in our new section. Any ideas of what to call this column, it must be printable!

Sunday morning found the T-18 airforce with all eyes on the weather. A strong front was across Missouri extending from Kentucky to northern Illinois. Early indications were that our trip north to Decatur Illinois might be possible by skirting the thunderstorms but we had no such luck. We loaded the C-182 with full tanks of gas and headed north around 10:00 am. About 30 miles, out we hit rain and my wife asked one of those questions that she's famous for, always at the right time and with the best of judgment. Honey can you see anything?? My reply was " Sure dear you and the instrument panel" and some bright flashing just ahead. This called for a 180 and back to Kentucky Dam. We got back in time for RoxAnne and Courtney our daughter to get a ride home with Paul and Helen Shifflet from Earlham, Iowa. Thanks Paul. I stayed hoping that the whole mess would get better by evening and I would be able to get the club plane home. By 4:00 p.m. things were getting worse, so I started looking for another way to Decatur. Well folks there just wasn't any. Well almost wasn't any. I finally found an Airport Limo Service in Pudukka, Kentucky that would come after me and transport me to the Pudukka Airport to rent a car. My expenses for this total effort to get home were as follows: Limo Service to Airport \$30.00, Auto Rental \$160, Second Airplane and a friend to fly back for the First Airplane. \$150, for a total of \$340. Oh well,

it's only money and the trip was worth it. I'd even do it again, but with a large uncertain weather system on the way the C-182 would stay on the ground in Decatur, Illinois and I'd drive down since it's only 5 hours from home. I'm sure most of you have had a similar experience while traveling cross country. I do have an instrument rating but don't fly enough to keep the thing current. Wally Hunt and Mike Hernden from Rockford had filled and left Kentucky Dam right after we did so I would like to know what their trip home was like?

List of attendees:

Ron & Jane Hayes 3050 N.W. Rd Mize, Blue Springs, MO.
Gene & Thelma Sloan 412 Lillard Rd. Murfreesboro, TN.
Wally Hunt 1658 Plaza Dr. Rockford, IL
Mike Hernden 1809 Warren Rd. Rockford, IL
Gloria & Lyle McCullough 1525 Beech Dr. East Troy, WI.
Dave & Pat Eby 3206 Martin Bl. Wichita Falls, TX.
Harlo & Shirley McKinty 1310 Idylwild Dr, Lincoln, NE.
Jane & Don Wolfe 860 Wilderson Rd, Fairborn, Ohio
Louann & Rick Jones 7155 N. River Rd, S.Charleston, Ohio
Judy & Jim Paine 4240 Wagner Rd. Dayton, OH
J.W. & Sue French #52 Woodcreek Dr, Wimberley, TX
Edward & Jeannette Ludtke 2300 Partmoor Ave, Sx. Falls, SD
Don Warner 118 Faulkner, New Smyrna, FL
Clif & Anita Redden 8774 Airport Rd., Georgetown, OH
Dwight & Janice Scaggs 3182 Westboro RD., Blanchester, OH
Jim & Darlene Perrine Rt. 1, Box 152, Cabot, AR
Paul & Helen Shifflett Rt. 2, Box 44, Earlham, IA

Russ & Terri Ross RR #1, Box 411, Sioux City, IA
Gary Holt Rt. 6, Box 811, Tulas, OK
Mary & Leroy Holt, Box 238, Savanna, OK
Richard & RoxAnne Snelson, RR 2, Box 295, Clinton, IL
Mac Booth, P.O. Box 580 Daleville, AL
Lewis Avramovich 1962 13th St. Cuyahoga Falls, Ohio

Hope I didn't miss anyone.... Am looking forward to our next get together! Santa brought me a video camera and I can't wait to focus on a T-18.

Rich

Editors Last minute Note: Dec 31, 1990
Jim Paine is checking on Kentucky Dam for the Spring Get-Together.

"Working on the Newsletter on New Years Eve"

FLASH! FLASH! FLASH! FLASH!
JAN 3, 1991 JIM PAINE just called and said that Kentucky Dam is setting up a block of rooms for us on May 10 & 11.
So:

A T-18 get-together is being planned for those dates. More will follow in the next newsletter.

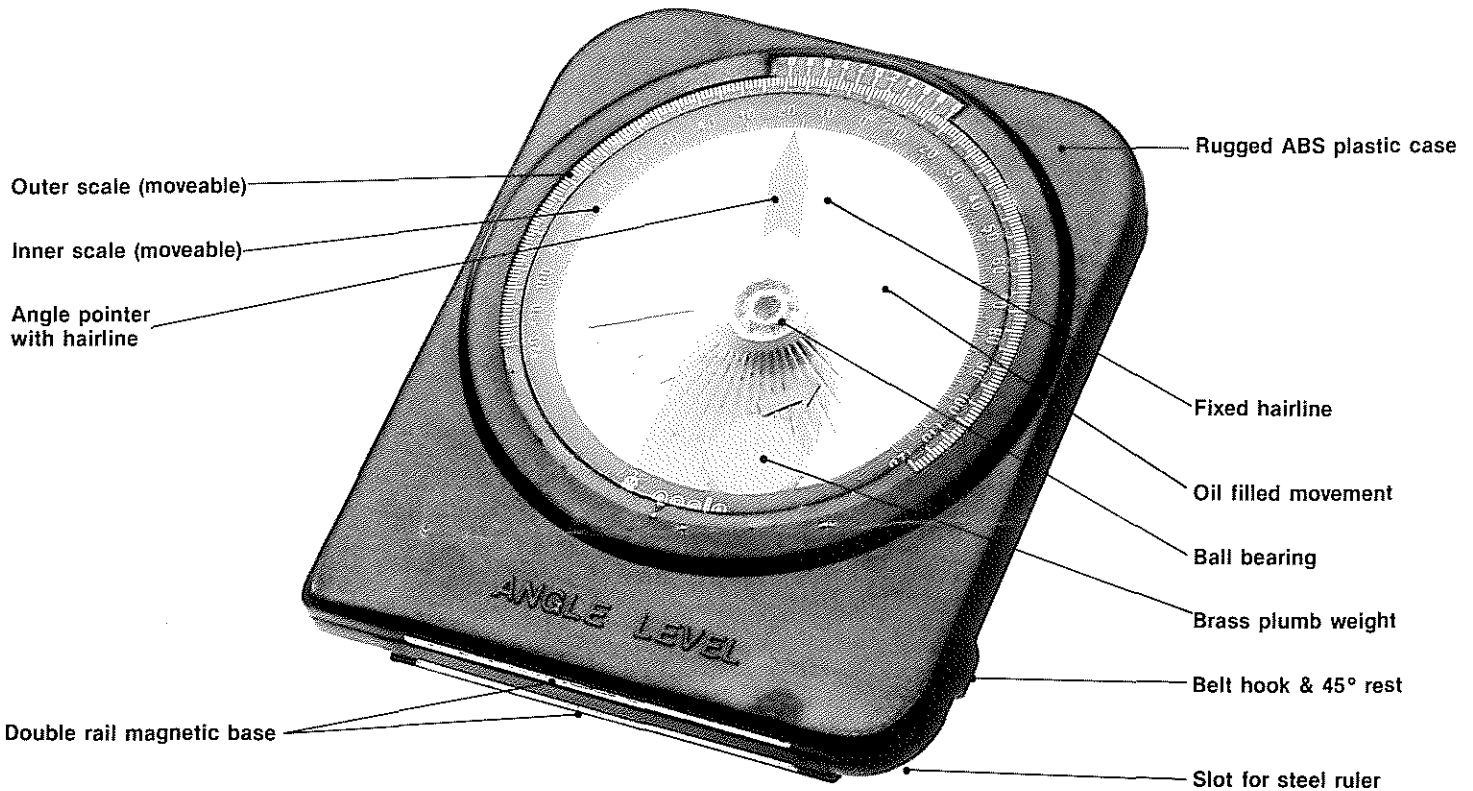


Leveling off at 4000 I tuned my ADF to 407 to track the Veals IAF for a localizer approach to Champaign-Urbana, Ill Willard Airport. It was partial overcast with heavy thunderstorms lighting the windshield every second or so. With the ADF needle center on dead-ahead, it quickly became clear that I needed about 8 degrees of right correction to keep it there. Turbulence was heavy and both pitch and yaw needed constant attention to stay on course. With the Nav 1 set to the localizer frequency of 109.10 the needle started centering just as the outer marker light and sound went off. A turn to 133 degrees quickly established me on the outbound ILS to allow a standard tear-drop procedure turn for my inbound leg. With the tear-drop and a descent to 2573 I approached the outer marker on a heading of 313 for the ILS approach. The descent continued, the middle marker passed and on we went with the runway clearly in sight for our landing. There was only one problem, the lighting and turbulence had caused me to forget to lower the gear, so guess what folks a crash! Oh well now to push the reset button and back to 4000 feet for another try. These computer flight simulators are the greatest.

A non flier in my computer section asked me a few weeks ago if I had tried the new Microsoft Flight Simulator, which I hadn't. After a short check out on my home com-

ANGLE/LEVEL

For Precision Angle Measurement to $2/10^\circ$



Model AL-2 shown full size.

For critical projects use the *ANGLE/LEVEL* to accurately set or measure angles. Unlike many products that stick, vibrate and bounce, the *ANGLE/LEVEL* settles smoothly to the angle due to its oil damped, ball bearing movement. The hairline pointers can be precisely aligned and the angle read off to each degree, then divided at the vernier scale to $2/10$. A strong magnetic base allows hands off use on ferrous metals. The *ANGLE/LEVEL* also comes with a 6 inch steel ruler which fits a slot in the base for use as a 90° and 45° square.

PACKAGING

Each piece is blister packed along with a 6 inch steel ruler. Complete instructions are on the back.

USES

- machining and tool making
- plant engineering & equipment installation
- quality control parts inspection
- setting saw, mill and drill angles
- alligning satellite dishes & home projects
- construction projects & home repair
- welding & fabrication
- fine carpentry & cabinetry

WARRANTY

One year limited, for home use.

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Put a two-way level on *your* drill to make accurate drilling easy!

DRIL+LEVEL I

Fits the rear of most drills.
Front vial shows level.
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DRIL+LEVEL II

Fits a surface parallel to the drill axis (when the rear is obstructed by shape, switch or handle.) Rectangular vial shows level. Bullseye vial shows vertical.

To get drill press accuracy from your hand drill, attach a **DRIL+LEVEL**. You'll drill horizontal and vertical within 1 degree of accuracy with these inexpensive two-way levels. **DRIL+LEVELs** fit your drill, regardless of size or brand.

FEATURES

- Guaranteed to fit your electric drill or your money back
- Tough acrylic plastic vials
- ABS plastic case
- Rubber attachment pads conform to drill shape
- Fast & strong attachment with hi-temp adhesive
- Rubber pads absorb shock & vibration

MOUNTING

Simply hold drill vertical, peel backing off pads, center bubbles in vials & attach (full instructions included).

PACKAGING

Each piece is blister packaged for rack display.

USES

DIY projects, lock installation, cabinetry, shelf building, finish carpentry, auto work, plant maintenance, etc.

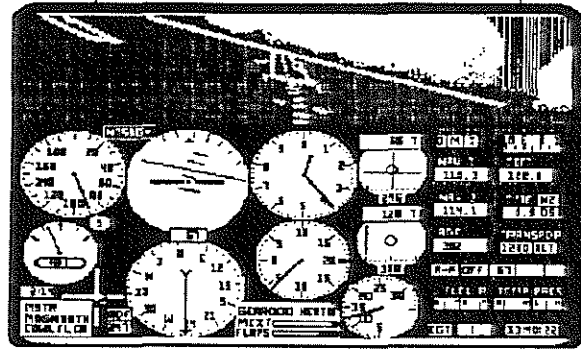
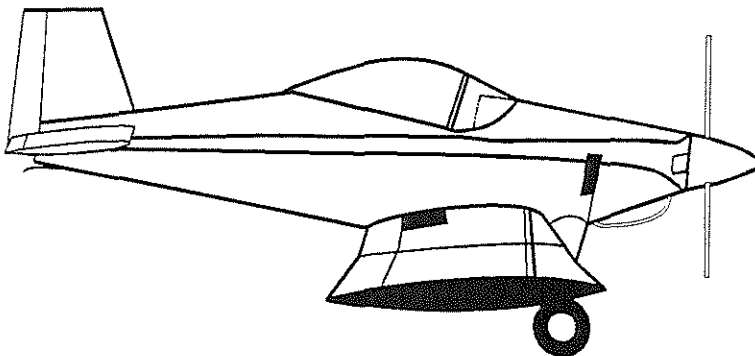
WARRANTY

One year limited, for home use.

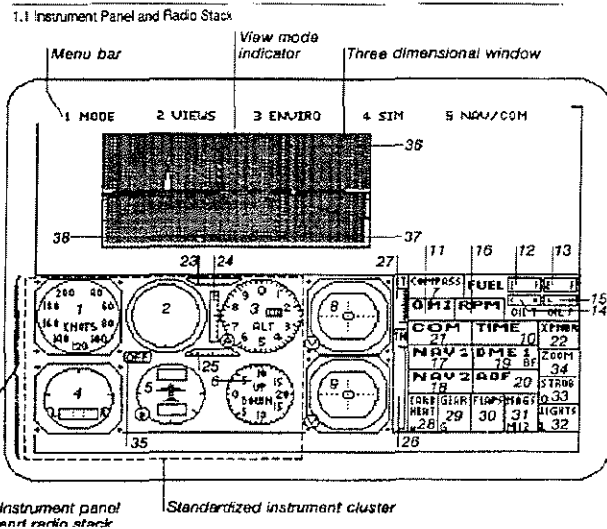
puter it was off to IFR practice. This is real folks! I've got over 200 hour of IFR on a Model 610J Flight Simulator and this new version of Microsoft is nearly as good. The IFR practice is great and allows the opportunity to practice those procedure, holding, DME etc. that we don't get to do very often. Best of all by applying for certification the home computer simulator can be approved for IFR flight practice to maintain you currency.

The Microsoft simulation includes most of the US. In fact flying it south of Chicago I found Bloomington, IL, going south of there the small 5000 acre Clinton Lake can be seen. That's where I work at a Nuclear Reactor, it isn't shown on the simulation, too bad. South of the lake just north of Decatur, IL two large TV towers are clearly visible. All sorts of conditions can be established for flight practice, several layers of winds aloft can be added with multi-layer of clouds to complicate the simulation. A variable weather generator can be started to make it even more interesting. The plane controls are handled from the keyboard or a mouse, joy-stick or yoke and rudder pedal can be used to provide more realism. I've now added the Flight Deck Simulation Software to my collection, it has hundreds of instruments approaches to practice. How's this for realism, the compass has turn and acceleration errors, its a great instrument practice tool.

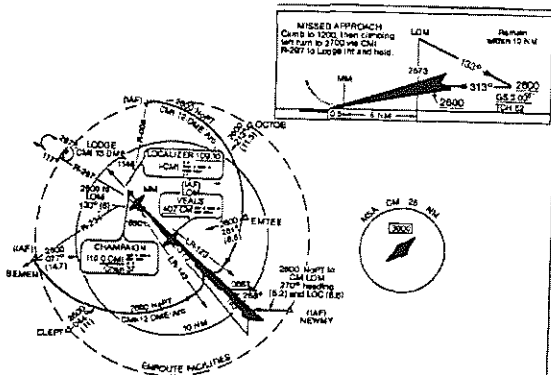
Rich Snelson

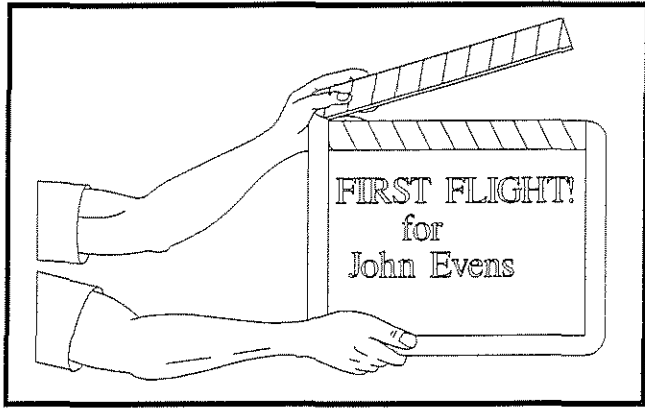


Flight Deck Software Instrument Flight Trainer. Williamsburg, Virginia



Microsoft Flight Simulator Instrument Panel, (available everywhere, new version allows you to "build" an experimental plane with user supplied power, drag, characteristics)





Just wanted to let you know that I flew my Thorp, 71JE, for the first time on 10/10/90 WOW - what a feeling!

First, a brief history. I started building my Thorp in September of 1975. I'm 41 now. It was a slow process, with terminal burn out occurring every few years. I took time out to build a house, run my own business, raise family, etc., etc. Once I got stuck on engine baffling and literally let the project sit for three years.

71JE has a standard body, standard wing (with LDS-4-212 airfoil), 160 HP 0-320-D2A, and Pacesetter 200 prop (68 X 66) - one of the last built by the late Bill Cassidy himself before he sold his business. The airplane is fairly standard. I alodined everything inside and out, as well as zinc chromating. I also built my own small tank and power supply, and chromic acid anodized all the small parts, fittings, hinges, etc. I have Cleveland wheels and brakes, Scott tail wheel, and self-modified Scott master cylinders. I have a Harrison oil cooler (mounted left-front), 40 amp automotive Delco alternator and Ford s.s. Regulator. I used high-temp. silicon rubber sheet for my engine baffling (very nice).

I turned my garage into a paint booth, and over a two month period painted the plane myself (another new experience). Used

P.P.G. Durathane (Insignia White with Teal Blue Poly Metallic trim). There is at least one example of every paint flaw known to man on my ship - but I'm proud of the way it came out. After finishing, it was moved to Jefferson County Airport on October 13, 1990.

I bought the engine brand new about ten years ago, through Dick Wagner at Wag Aero for \$5,140.00! After draining preservative oil and filling with straight mineral oil, spinning prop by hand until slight oil pressure indication, and installing top plugs, it started right up after two blades. This was Oct. 18th. We did and elevated nose fuel flow test first, with only two gallons in the tank. We were looking of 17.5 gallons/hr. (approximately 125% of take off requirements), and that was exceeded by a comfortable margin (pure gravity flow system). It was a great feeling to move around under my own power.

The weight and balance came out beautifully. She weighs 894 lbs. empty, and can hold two 170 pounders, full fuel and 77 lbs. of baggage for a gross of 1500 and within CG envelope. Anyway, got final inspection on 10/20. The inspector couldn't find anything wrong (said he might have to just keep looking!) He gave me 40 hours to fly off restrictions.

I'm a low-time "nose dragger" trained pilot, who hadn't flown for eight years, so I got about 12 hours with an instructor in a Decathlon. That was feeling real good, so I took my best friend, Dean Cochran, (11DC), up on his offer to let me check out in his Thorp with a CFI. I can't say enough about all of Dean's help over the years, and this final gesture ranks right up there as one of the most generous things a man could do for a friend - thanks Dean! Well, after two hours and quite a few landings, I had my "type rating".

Next came high speed taxi runs (the first with Dean in the left seat). Then my turn got the tail up and even lifted off slightly (not on purpose). It was feeling good. I have a slight amount of toe out on wheel alignment, and wanted Dean to compare handling in transition, to his. Did two high speed taxi runs with Dean, then did two more each day for the next two days myself.

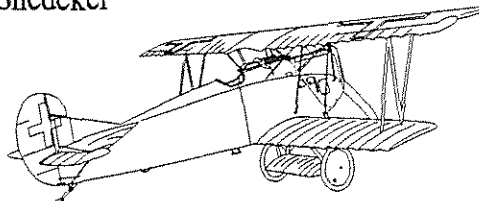
Finally, on October 30th, I was out of excuses, and the weather was perfect. I did one high speed run, taxied back and took off. I lifted off at slightly more than 60 mph indicated and quickly accelerated to about 120 mph. The feeling was **INDESCRIBABLE**, as all you T-18 pilots know! It flew straight and true, and went up like a bat out of you know where! **WOW!** I flew for about 20 minutes, then came back and landed unevenly. What a glorious feeling!

I've made two more flights since then. It stalls fairly straight (sometimes drops right wing slightly) indicating between 40 and 45 mph with flaps. Seems to trim out between 170 and 180 indicated at full throttle, and the engine will over rev- needs more pitch. I encountered the infamous "bunt" with full flaps (30 degrees) and almost full tank. Airspeed was gently bled off to below 40 mph indicated, when a very violent break occurred, (-1G on the meter), to straight down of slightly inverted, gradually transitioning to a very steep dive. Speed was increasing rapidly and stabilator control was non-existent (absolutely dead, fore and aft). As soon as I dumped the flaps, the stabilator came back to life instantly! I lost 1500 feet in this maneuver and pulled 4.5 G's positive (ground was approaching). Although it would be very hard to get that slow normally, I intend to avoid 30 degree flaps with forward C.G. from now on. Will send more information, if possible, later.

John Evens 6855 Allison St, Arvada, CO

Reprint from "Wind in The Wires"

by Frank & Sabrina
Snedeker



AND NOW YOU WILL READ ... THE REST OF THE STORY

By Frank & Sabrina Snedeker
Reprint from "Wind in The Wires" The
Newsletter of EAA Chapter 26 Seattle,
Washington

The first flight of our T-18 was reported in the August NL, and in the ensuing six weeks the 40 hours of testing was completed. It was not completed in time for Oshkosh. It is not the sort of thing you force. By early Sept it was ready for a short cross country flight, like a shake-down cruise, and Sabrina and I flew to Thun Field in a loose formation with Cecil & Fanny Hendricks for lunch. Later we took a longer trip to Chehalis to a Fly-In pancake breakfast and airshow weekend where we saw Bill Sjoberg and his Jodell. And, we had the T-18 loaded and ready to fly to Silverwood ID, for a Chapter 26 Fly-In Campout but the weather in the Cascades kept us grounded.

Some statistics on our T-18. Full fuel is a 29 Gal. main tank and 9 gals. in each wing (47 Gals or 282 lbs.). For two souls we can carry 60 lbs of luggage; enough for sleeping bags, tent, some food, changes of clothes and trading items for the natives. Flight planning books and charts and survival/first aid items.

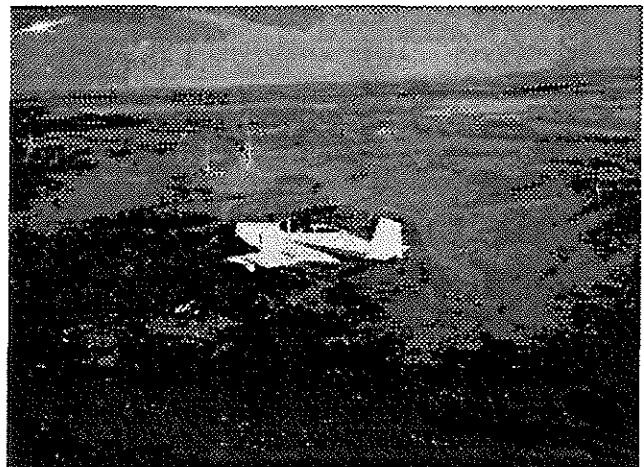
By the third week of Sept we were ready to head for California to visit family. The weather was beautiful. For personal reasons we could not get airborne until 3:30 p.m. so we stopped at Grants Pass (Josephine) for the night. (note) In the mountains night falls with the flick of switch. We had a light tailwind on landing. The left brake line separated at the firewall Nylo-seal fitting. Hydraulic fluid has its' own smell. We secured the T-18 and the airport attendant drove us into town.

The next morning we had the break repaired in less than an hour by Peter Goyen at Grants Pass Aviation. He was helping a builder with his Questair in the hangar. Almost finished... beautiful... and another builder came by with his RV-6.. he's half way through his 40 hour testing. Then we took off and flew past Medford and Ashland, over Shasta Dam and refueled at Red Bluff. Then on south to Orland (Sabrinas's birthplace) and turned eastward over Grass valley (home of the Radio Systems Tech...RST Nav-Com which is primary in our airplane) and on into Stockton to visit family.

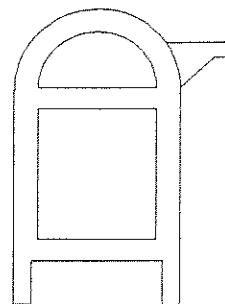
We flew from Stockton to Santa Rosa - then to Modesto and back to Lodi. Refueled to capacity to head home with a planned fuel stop at Ashland. With 47 gals on at Ashland we headed for Arlington. Weather there was not improving. We turned to our alternate at Ellensburg. We landed Monday afternoon.. with 1.5 hours fuel remaining. The Puget Sound area was solid smoke-haze for several days. We took a Greyhound home and this is not so ignominious as scratching the T-18 on a TV Tower. Cecil Hendricks flew me back to retrieve the airplane. During the weather, at 6,500 Ft. it was 60 Deg., at 4,500 Ft. it was 48 Degs. This inversion held the SMAZE down and the smell was noticeable when we finally got 8 to 10 mile visibility. An excellent trip- and an excellent airplane.



Another photo sent by Pat Eby, This is Paul Kirik and his sons.



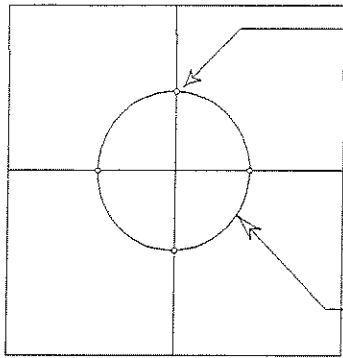
Our newest member Mr. Brooks Hanna shown flying over SD. near Spearfish, he's asked us to come to Spearfish (Black Hills Airport) for a get-together next year. he's has an auto dealer ship and will furnish as many cars as we need. I like the idea, but think that it would have to be a week long event in order to go there.



Let me Know!

Marking Jig for Horizontal Tail Tube

1 square scrap aluminum plate stock at least .250 inches thick and scribe cross hatch and circle



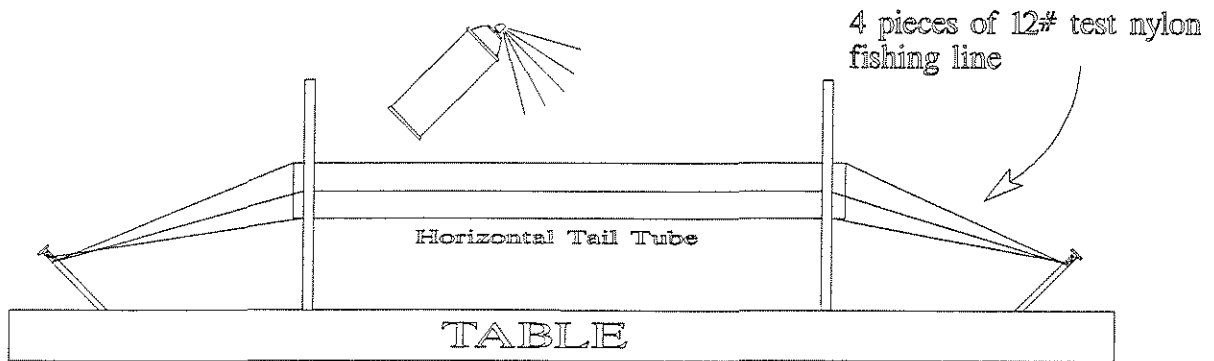
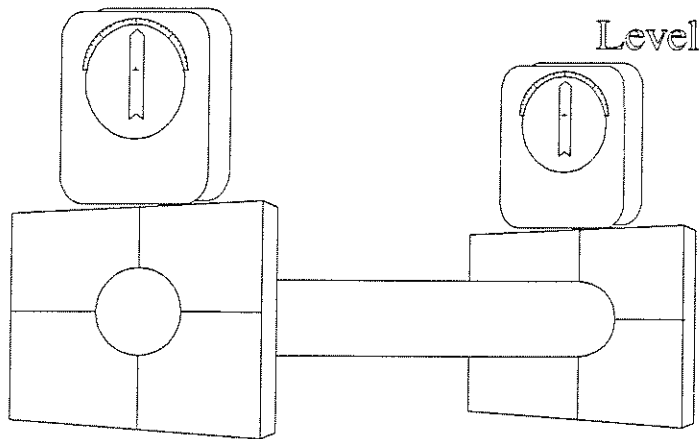
2 drill #52 typ. 4 places

Alignment End Plates

3 machine to fit horz tail tube

4

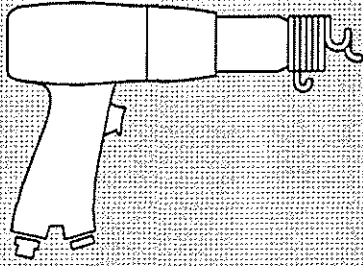
Level both ends



5

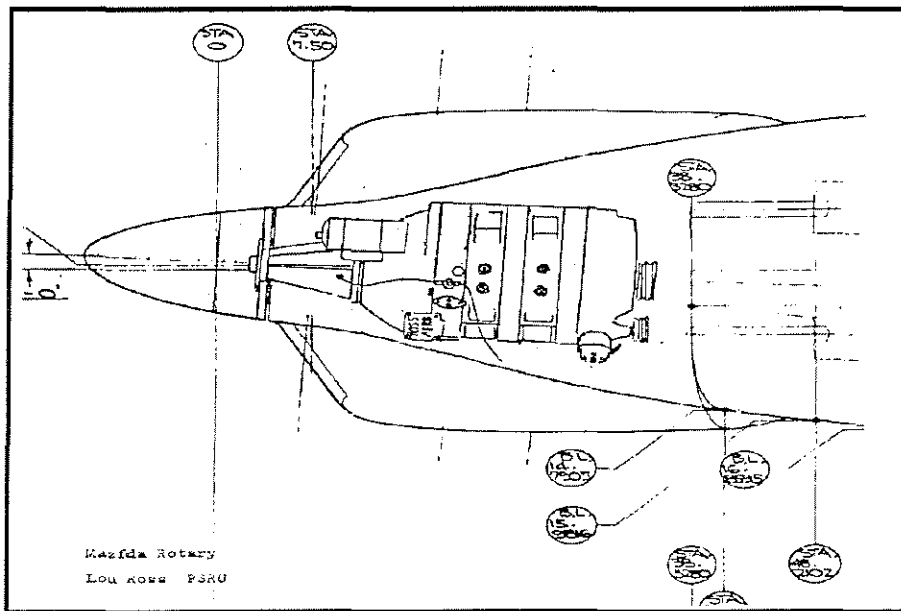
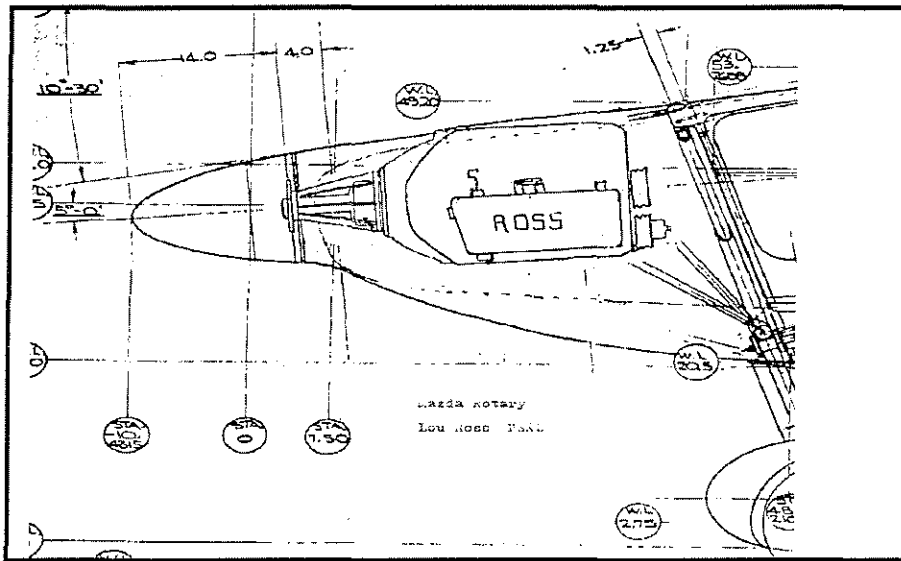
Stretch the nylon very tightly through the four #52 holes in each plate then spray them with a light coat of zinc chromate

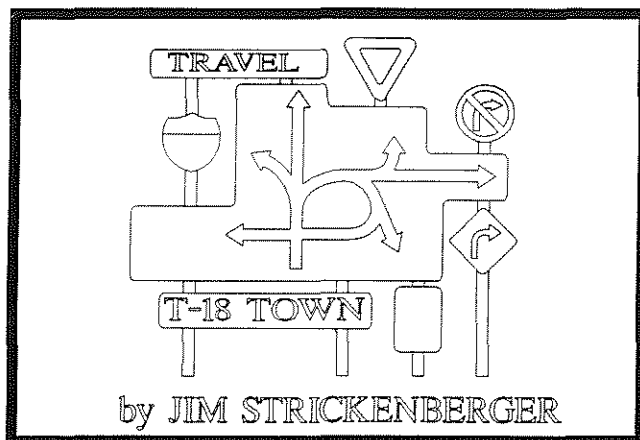
Builders Corner



MAZADA ROTARY

Drawings from LOU ROSS
PSRU





Hope this little report will do something for your next N.L. #77. As I had stated in N.L. #74 I was going to be traveling in the South & West U.S. That we did, and what a time it proved to be. Visited quite a number of Air and Naval Museums. Stopped to see T-18'ers Bob Yeakey; then stopped to look at his engine project at Ross Aero in Tucson, AZ; talked to Dick Cavin but unable to see him while in Dallas, stopped and spent a beautiful afternoon with Robert Praker in Scottsdale, visited for spells with Bud Wight & George Truven plus others in the San Diego area. While out there, G. Truver, who is originally from this region of PA., told me about a project he saw for sale in N.L. 75 that he was sure would be only about 50 miles from my home. I checked into it when I got home and eventually bought Dick Turkenburg's partial project of Madison, Ohio. It appears the original buyer, per John Thorp's letter of 25 May '72, was a "L.C. Cunningham" of Oklahoma City (S/S of plans 848) and the fold wing plans (T18C wing S/N 41) per L. Sunderland of Aug.!, 1975.

I had bought my own plans from John and Lou in 1982 so I will no doubt use my S/N for each in continuing the building.

My T-18 plans from John Thorp are 1453. My T-18C fold wing plans from L. Sunderland is 327. For the sake of clarity and

updating of your files, you could remove Thorp plans #848 and Sunderland plans (T-18C fold wing) #41, until such time as I may be able to sell them.

So far, most of my time has been spent inventorying the parts and bringing myself up to the level of completions and where to begin on what. At the present I'm recuperating from a knee operation, but after the holiday season we are now in, I hope to get underway.

I've also been reading and re-reading the previous N.L.'s (and I thought I'd done that when they first arrived) but each re-read point out something more interesting.

I've had my mind set on Dave Blanton's V-6 conversion (never was to impressed with air-cooled engines anyway - and that's from clear back in WW II) so I would like to get some letters off to some of those who are also on that program.

Sorry I was unable to make the two 1990 Kentucky State Park get togethers. Having had made the Oct. 89 one, I was hoping to do so in '90 but what with our traveling time in July, Aug, and Sept and other commitments prior to and following these months it just didn't work out that way. I did get one tape copied and sent to Dick Cavin and tho' I indicated to some others I'd try to do the same for them it just never worked out. Sorry about that.

Well, Richard I'm sure this will be late for the Christmas date but hopefully prior to the New Year, so hope you and yours had a joyous and holy day and that you will be blest throughout the New Year with happiness and progression. Take Care, Jim Strickenberger 4344 Gem Court, Erie, PA 16504 EAA 123426

LESSONS LEARNED

"the hard way"

This new newsletter section will contain lessons learned, submitted from our Mutual Aid Group. Send your "Lessons Learned" to the editor without your name or address. I will publish without comment or clue.

Pilot: 4000 hr ATP, 150hr taildragger experience 5 years before.

Bought "new" used Thorp having never talked to anyone that had ever built or flown one - after 5 landings supervised by the seller, I took my new toy on a 1100 mile cross country to my home strip. The three enroute stops at 4000' runways did not prepare me for my 1700' grass strip even though I practiced "short" field landings at each stop. I was surprised at my first landing attempt at my strip - couldn't get it down in time to stop before the end fence. Better airspeed control and putting it on the first brick (grass blade) on the second landing provided a stop prior to the fence.

Later that night I read the early Thorp Newsletters about landings, simply said you should use a minimum of a 2400' strip until you are comfortable, then 2000' is the absolute minimum - I totally agree with these numbers!

Bad:

Buying an experimental aircraft with NO knowledge of the type short check-out from an owner who had only owned the aircraft for one year and not overly comfortable with it himself.

Long cross country immediately after purchase.

No real short field landing practice prior to attempting landing at a short strip.

Good:

Went around from first landing - realized I couldn't get it stopped in time.

Contacted someone familiar with Thorps.

Read old newsletters and joined the Newsletter.

T-18 Engine Experience

Had low compression on all four cylinders at 700hrs SMOH. Decided to TOP the engine. Selected the "BEST" rebuild shop in the region to rebuild and provide

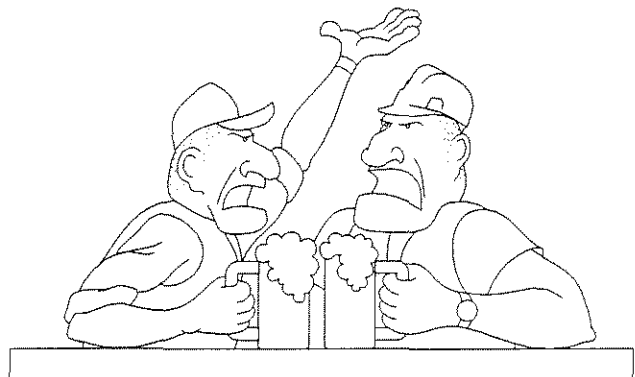
4 yellow tagged to new tolerances cylinders.

I installed the first cylinder without removing the cosine type preservative. I installed the remaining 3 after "degreasing" the cylinders. I then decided to remove the first cylinder and discovered the oil ring was crushed into a fine white powder and the cylinder was scratched to the point of salvage. The cylinder had been choked with TEN times too much choke, resulting in the total compression of the oil ring. I trusted the rebuild shop to deliver the parts within tolerance. Excessive downtime - I removed the rest of the cylinders and checked the tolerances prior to start-up. They were OK. The shop replaced the cylinder and ring at no cost to me. I learned a life-long lesson - no matter how reputable the supplier - CHECK THE TOLERANCES YOURSELF .

Editor's Note:

Thanks fellows for the above articles, I'm looking forward to at least a couple contributions for this column each month. So FESS UP GUYS!

" I'll never tell "



I heard it over a beer!

NEWS LETTER RENEWAL

Dear T-18 Mutual Aid Member:

To all of you that have sent letters and articles for this newsletter I want to thank you and ask that you continue to contribute to this forum and source of knowledge for that airplane we love and admire. It's been a great year for me, I've enjoyed the opportunity and experience of making a great number of new friends and renewing some friendships that date back to the days of my first T-18 started in 1964. I'm about to finish my right wing flap, which will complete all the structural components on the new bird, and I must tell you that "everything" has not been written about how to put this thing together. For example I've worked out a simple method of bending the flap skin that allows it to fit across the top spar without all the hassle of pulling and sweating. I'll write up my flap assembly article in the next newsletter so the method can save time and problems for the next guy. "Get the Point". Pickup the pen and write down how you went about it! We have a lot of builders out there that need and want your help.

Please send those articles, on any subject that you think the group might like to share in. I'll polish them up (if you want) and get them in the next newsletter.

I planned last year, so that all memberships would come due this Jan. That's about the only way I can keep track of this and still have "spare" time to build. The dues are the same as last year \$25.00 for U.S. members. I've added some new software to my publishing computer and have started to learn how to draw with it. How's the new T-18 drawing on the back cover?

I purchased two dozen of the angle levels for the T-18 builders and have several left, but this is the last chance for you to get one from me since I just don't have time to do mail order and get the plane flying by 1992. I've included a color brochure about this useful building tool. The price is price is \$30 including shipping. I still have some copies of the indexed book that covers newsletters 1-44, I also have sets of newsletters 45-to present. These are \$35 each. I hope you like what I done this year, and will continue to support our Mutual Aid Group.

Your Editor, Richard Snelson

Renewal for 1991

Name _____

Aircraft N# _____

Address _____

City, State, Zip _____

Currently flying? _____, Hours on T-18 _____

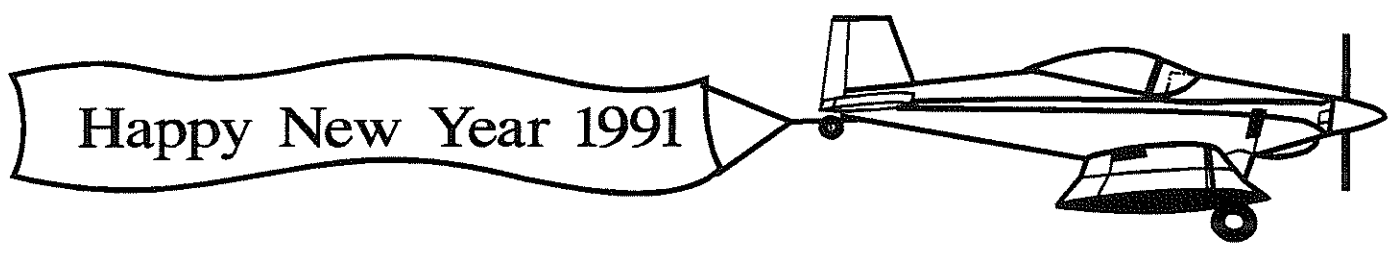
Current Status of project _____

Please include a check or money order for \$25.00 My address is Richard Snelson
Route 3, Box 295 Clinton, IL 61727 Thanks!

[Redacted]
TX [Redacted]
[Redacted]
[Redacted]

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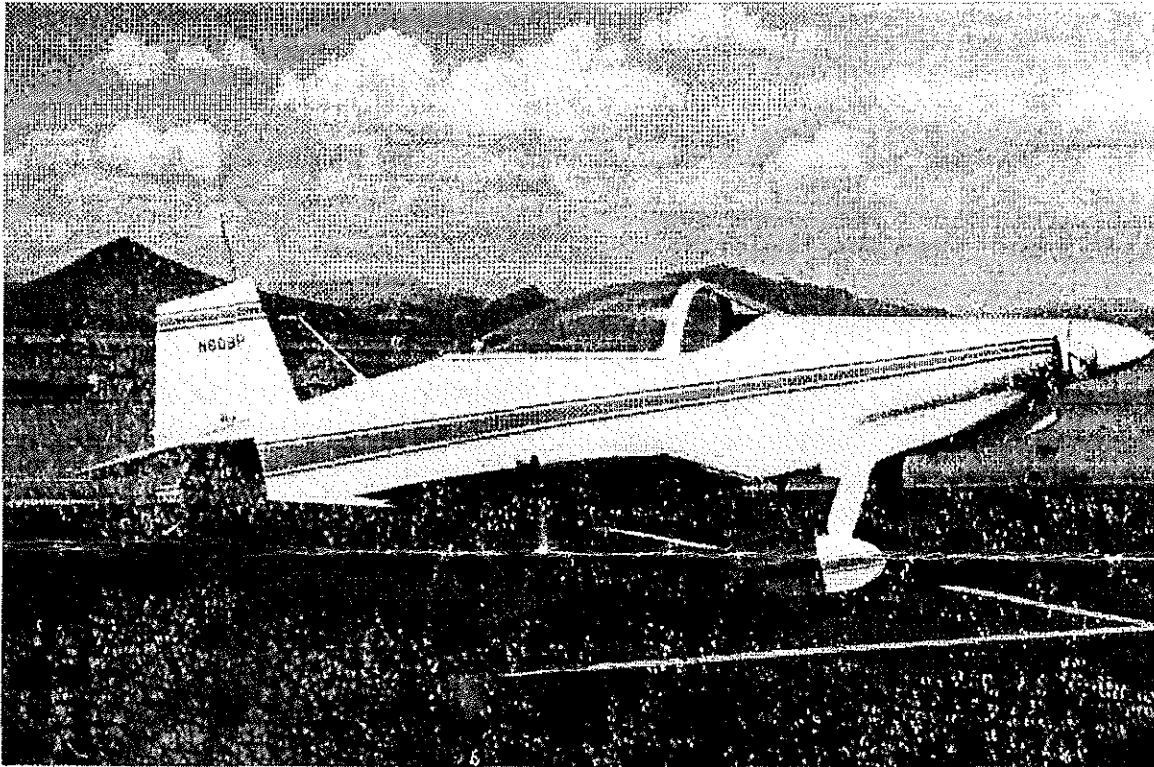


See inside for newsletter renewal
information. Thanks for your support!

**T18 NEWSLETTER
NO. 77 DEC 90**

T-18 NEWSLETTER

ISSUE NUMBER 79



Edwin Poe's Beautiful N808P of Phoenix, Arizona

In This Issue:

Editors Trim Tabs

Letters to The Editor

T-18s of Phoenix by R. Snelson

Patter From Pat by Pat Eby

IFR in a T-18 by Harold Thompson

Builders Corner

Flight Safety by Lee Skillman

Lessons Learned The Hard Way

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.