

T-18 NEWSLETTER



Bill Cordoza's Thorp with its beautiful rainbow paint scheme. Bill's from Woodland, CA.

IN THIS ISSUE:

Correction to article on Stabilator Alignment, by *David Neustel*

BAGGAGE COMPARTMENT IDEAS by *Les Krumel*

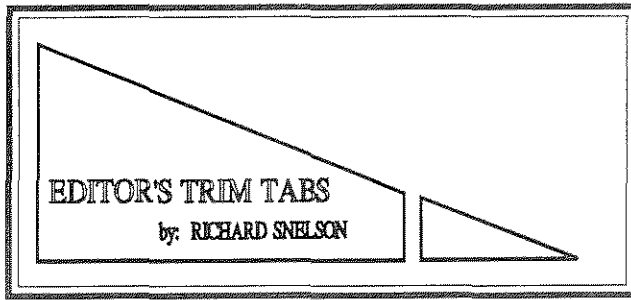
An invitation to visit Perth, Australia from *Brian Olney*

Propeller Finishing

The Armadillo Check by *RoxAnne Snelson*

Let's Fly 5th Annual Placerville Fly-In (Sept 6,7,8, 1996)

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.



Oshkosh 96

Again this year we have our T-18 events scheduled for the first Friday (August 2). We have the Nature Center reserved from 11:30 - 2:30 and will serve a lunch (\$4.00 each) followed by the forum at 1:00 PM. I have an amplifier and mike to use, so we should be able to hear the speakers this year. Friday evening our Banquet will be held at Butch's Anchor Inn.

Aymar Demuth Prop

I had a call from Mike Demuth last week and he said that he got to take a look at the prop failure that we had discussed in the last newsletter. He stated that the propellor had indications on the blade of severe rock strikes. He felt that this may have happened on takeoff and could have caused the blade to fail. In our discussion about propellor damage, Mike said that any mar or break in the propellor finish can cause later problems. A break in the finish will allow the wood to dry out!! Note: "dry out" and this can cause separation of the glue joints or a failure of the wood itself. So keep the finish in good condition folks. Send the prop to the manufacturer if you need help in getting it refinished. We have an article in this newsletter on prop finishing, so read on and go to work.

Granbury "Pecan Plantation" Fly-In

With 35 airplanes in Gary Green's yard it still had room for more. (22 of them were Thorps). Gary and Maxine were wonderful hosts, going at a fast pace to make sure all had a great time. For the details of the fly-in see RoxAnne's article in this newsletter.

EVENTS

OSHKOSH 96

T-18 Lunch (\$4.00 each)

Friday August 2 at 11:30 AM in the Nature Center

T-18 Forum

follows the lunch at 1:00 PM

T-18 Banquet Friday August 2 at 6:30 PM at Butch's Anchor Inn

OTHER EVENTS

Fall T-18 Get-together at Kentucky Dam

Oct 11, 12, 1996 Phone:502-362-4271 Ask for the Paine Party rooms, to get the discount.

5th Annual Placerville T-18 Fly-In

Sept 6,7,8, 1996

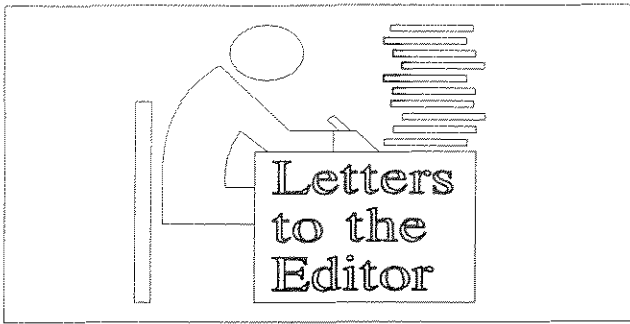
See the notice in this newsletter.

A THANK YOU!

Most of the dues are now in. The red zero worked so I'll continue to use it to indicate late dues. I did mess up and didn't get credit to a couple of folks for checks I had received. I'm sorry for that and will try to do better next year.

My Thorp

It's time for my yearly "Conditional Inspection" so I'll be spending the next week or so at the airport going over the bird from front to back. I'm still having problems with the fiberglass cracking on the edges of my cowling cheeks so plan to replace the whole darn thing. I think there is a lot of room for improvement in the cowling area and am waiting for Gar Root to let me know how his modification to the inlets is working out. Gar was in Texas for the fly-in and said he would fly the new cowl very soon. Bob Parker's modification to the T-18 he purchased from Leroy Holt is quite different and makes for a tighter fit with a center hinge line so it can open. Pictures of Bob's T-18 are in the Texas fly-in section.



Sincerely,
Jimmy Cash
9003 Green Leaves Dr.
Granbury, TX 76049
Home: 817-573-7766

P.S. - Steve Kirik, give me a call you Twin Tailed Sissy!!!



May 14, 1996

Dear Rich,

Things are beginning to click here in Pecan Plantation. Gary Green and I are preparing for the June 14-16 fly-in, and I'm finally starting to put my airplane back together. I've been recalled back to flying with American Airlines in June, which will allow me the free time to get to work on my T-18 (you know how hard us airline guys work).

Gary Green and I recently looked at all the T-18 standard body, standard wing parts which we have accumulated, and decided we easily had enough parts to build two complete wings! We are considering assembling these wings for sale, if there is anyone interested. If so, please have them call me, Jimmy Cash, at 817-573-7766.

Also, I have a standard short gear which has a damaged right gear leg. If someone is out there with a damaged left gear leg, give me a call! I've looked at the feasibility of splicing the gear together, and it seems realistic. If someone has some feed back, please call or write me.

I encourage everyone to attend the fly-in at Pecan in June. It is a fantastic area, and we plan on having a great time. I spoke with Mike Archer from Classic Sport Aircraft and they will be unable to attend. However, they just finished their catalog and will be sending me copies for distribution at the fly-in. I look forward to seeing you in June.

Dear Richard,

The T-18 Newsletter has been continually improving since you have decided to get involved with it. This seems to be somewhat caused more people to be willing to contribute their own ideas and experiences.

I for one, will be very interested in the continued reports from Harvey and Steffie Mickelsen, about their "Fat Cat" T-18. Jacque Fletcher 103 877-64 Ave NW Calgary, AB Tak5J4



March 27, 1996

Dear Richard:

How time does fly, even when you can't fly yourself. Here is my annual dues check, sorry to be so late. The reason I haven't been attending the T-18 FLY INS is that I have lost my physical. This really does break my heart, I miss all of you. I am lucky that my son Jug, who is retired from the AF after 24 years lives in Denver and he comes over and flies with me, we even went to Oshkosh last year. He is really interested in the mechanics of aircraft and attended Colo. Aerotech and received his AP. He worked at that for a year and is now teaching at the school. N2NE is based here because I have a closed hanger which rents for \$25/mo.

(Continued ----- next page)

I don't seem to find my NL#97 but I do have a comment about wooden props. When I was building my Thorp I called Bill Cassidy a propmaker of renown in Denver. **His comment about wooden props with an 0-360-"I don't know you and I don't know what kind of pilot you are but unless you are a helluva lot smoother pilot than I think you are, don't put a wooden prop on an 0-360!"** Why don't you use a CS prop?" In fact he said he wouldn't make one for me. He said that the high torque of the 0-360 was too much for any wooden prop. Bill Cassidy is dead so we can't talk to him about it. I don't know how he died. I forgot to ask Dean Cochran that question. Dean said that he had sold his propeller business to Pacesetter 200 in Oregon.

Anyway, this is just my comment to add to the discussion. I did use a CS prop and love it. It has all the attributes in whatever flight conditions you can encounter.

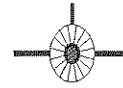
N. L. "Nate" Eastman
800 E 6th St
Kimball NE 69145
E-Mail NateEast@AOL.com



Dear Richard,

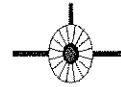
All info still the same. No plans for moving in the near future.

This retirement business is the greatest idea since they first canned beer! Skillman warned me that in eight months I'd begin to wonder how I ever found time to go to work. It didn't take eight weeks. Best of the New Year to you & yours,
Ben Scola

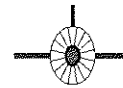


Dear Richard,

Put our name and address on the Travel Club list. We would love to have some T-18'ers visit us. We have ample room for up to four people who might enjoy a beautiful mountain home. The airstrip, 23s, Seeley Lake is a 3500' hand pack sod strip. Land to the North and take off to the South and is open only in summer months. I flew my T-18 out of here for a few years. Be happy to have any and all. Bob and Juanita Ryan Box 954 Seeley Lake, MT 59868 Phone 406-677-3117



Dear Rich, Here's the dues for the year. I graduated American Airline Training Academy in 94 for airframe & powerplant mechanic and went through the program with a 4.0 average and a perfect attendance record. I didn't bother to become a certificated A&P until now. Because I had to pay my shop off before looking for airline work. In March I took the written tests for general, airframe & powerplant. It was a bit of a chore to prepare for the tests after being away for almost 2 years, but I scored a 100% on the general test, a 97% on the airframe, and a 98% on the powerplant test. I'm currently studying for the oral and practical tests, and will be taking them in about 2 weeks. Chuck Polinski
(Editor's Note: Nice work and Good luck on the tests)



Rich, I talked with your wife RoxAnne about a week ago & she gave me information regarding the T-18 Newsletter, as well as a good dose of enthusiasm.

I have recently purchased the fuselage from a T-18 about 90% complete along with all the material to complete the entire airframe; all ribs, spars,

canopy etc, etc, etc! The plans are #491 (some of the early ones). I have contacted "Sport Aircraft Inc." in Lancaster, CA. regarding using the S-18 folding wing on this fuselage & weather I can utilize the spar material & ribs that I have in this conversion. Please let me know what your thoughts/experience is/are in this matter.

I am very excited about this project & am currently in the planning and reading stage of this project. I have a thousand questions & look forward to meeting other T-18 flyers in this area. Sincerely Jeff Wilde 183 Lawn St. Oviedo, FL 32765



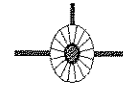
Dear Richard, My \$25 check is enclosed for a new membership to the T-18 Newsletter. I've seen a couple issues & thought they were great.

My T-18 is S/N 883 built by Fred Ferguson who made the first flt 2/16/84 and finished the 40 hr. test program in June 84. The airplane was sold to Jim Taplin so he would have an airplane to fly while building an RV-6. Jim let me start flying it in April '89 and I bought the airplane in April '92, after he finished his RV-6. It's registered as N8883FF and currently has 200 hrs on it. Engine is an 0290 GPU converted to 135 hp@2700 r.p.m.

It has electric pitch trim (volvo windshield wiper motor) and I recently found out the "T" splitter gear box @ the horiz surface should be lubed once in a while. When it gets difficult to move, other things ahead of it wear out- such as the 8" flex cable driving it. I recently broke this flex shaft & replaced it with the solid shaft that looks like a 1/4" socket set extension with "U" joint on both ends, from "Sport Aircraft".

Also, my manifold press. gage used to get oil in it. Solved the problem with a small automotive in-line fuel filter which I installed in the manifold sensing line. By the way, this airplane has a Ted

Hendrickson 68/68 woodprop on it, which seems ideal to me --- good performance & cruise. I'm looking forward to my first newsletter. Ed Ullrich 23850 - 43rd. Ave. So. Kent, WA 98032



Dear Mr. Snelson:

Richard Eklund tells me that You are handling a newsletter for T-18 builders. In 1966 I purchased a set of plans and some aluminum. Before I got very well started on my project I was shipped to Korea, and upon returning home was never able to get started again. At least not until now. 30 years went by very quickly. Now that I am handicapped, however, I have more time on my hands than I did before, and have pulled out the plans and some plate aluminum for fittings. I'll be slow building but intend to do everything in my power to get a plane in the air.

My e-mail address is
SVTF44B@PRODIGY.COM
I am looking forward to hearing from you
Sincerely, G. Van Dorpe Jr. MD Aurora, CO

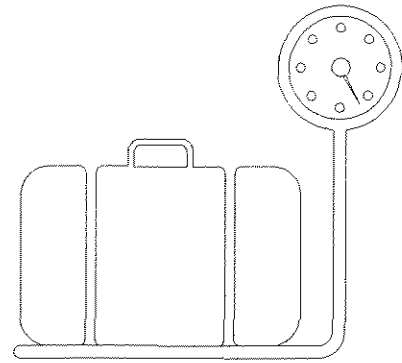
FOR SALE

T-18 Project for sale, fuselage clecoded & ready to rivet, Horizontal tail complete with internal weights and 80% of parts complete including main spar, wing ribs etc. Have all aluminum to complete. \$3900 OBO. Plans #476
Call days or evenings, Bob Sanderson 817-321-3505

S-18 Project for sale, fuselage (Lou Sunderland's) folding wings all structure complete for details on this call Jim Consigleo in Carson City, 702-885-2703

BAGGAGE COMPARTMENT IDEAS

by Les Krumel



Dear Rich,

So glad we've got the newsletter still going for sharing information and as a point of contact. In particular, it's great to see technical info and items for sale. Currently I'm on the look out for a canopy, and materials for the wing and spar, and would like to sell a fiberglass gas tank for \$100.

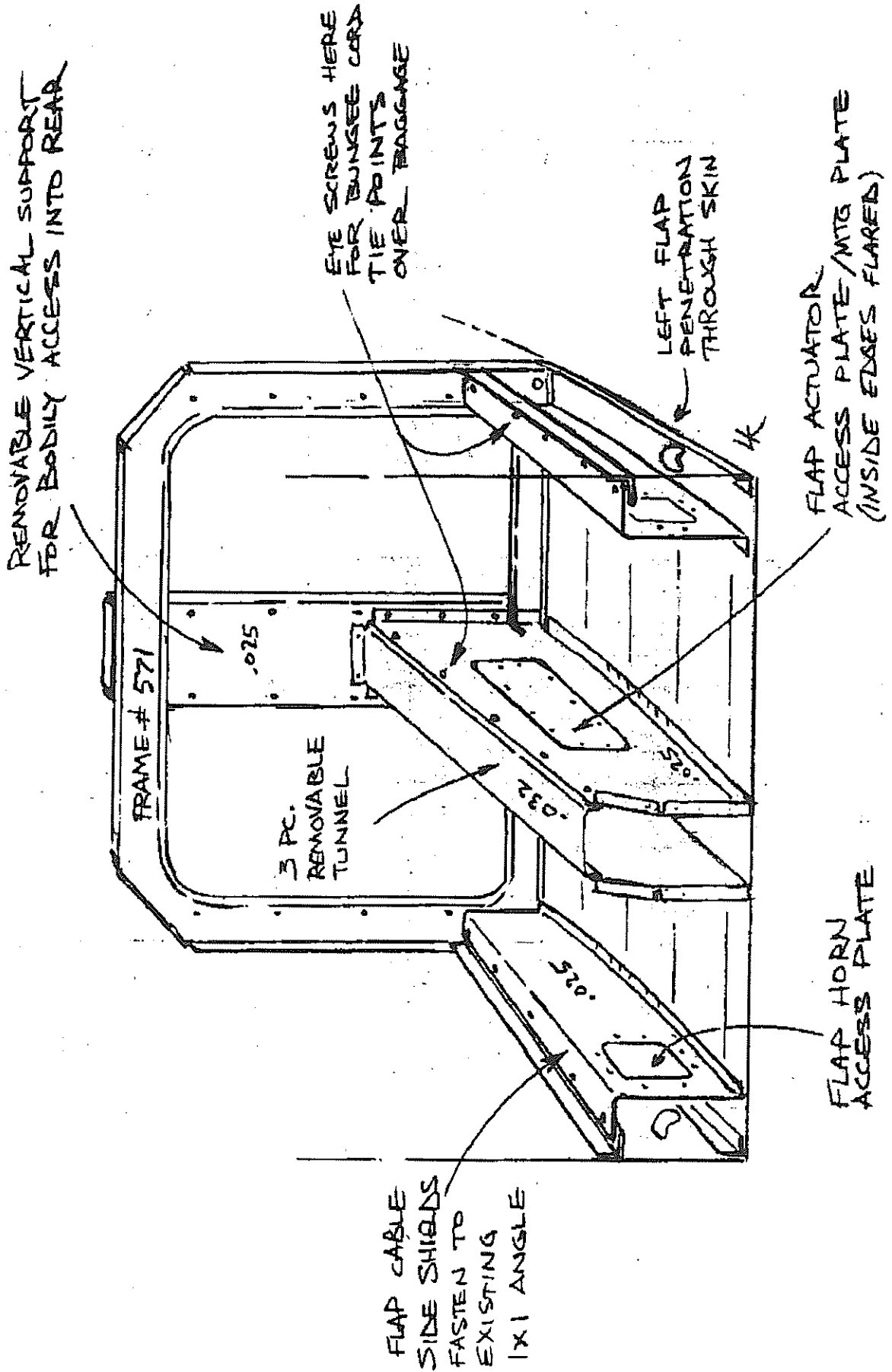
This is the first time I've got anything to offer, being kinda new at this. So far this flying machine consists of tail feathers and a fuselage, sitting on its gear. It's about time to drive rivets so I've been trying to finish up the 101 details while things are removable and easy to work on. Of course, the bottom skin will be last to go on, sometime in the future.

I thought I'd send sketches of my baggage compartment, as built, and some ideas for flap controls. Roll trim is accomplished by tweaking the tension on one flap cable, similar in concept with the plans. The actuator however, is located within a tunnel in the baggage compartment. This may incorporate either a worm gear or lead screw mechanism. Admittedly, it is not good practice for the tensioner to produce side loads on the 90 degree pulley; but it might be acceptable for only +/-6 degrees. Otherwise the bellcrank, etc. should be rotated into the horizontal plane. A false floor can be installed right onto the bottom skin, utilizing lateral stiffeners or honeycomb material. Typically I've seen floors built onto the heavy 1 x 1 angles, about 6 in.

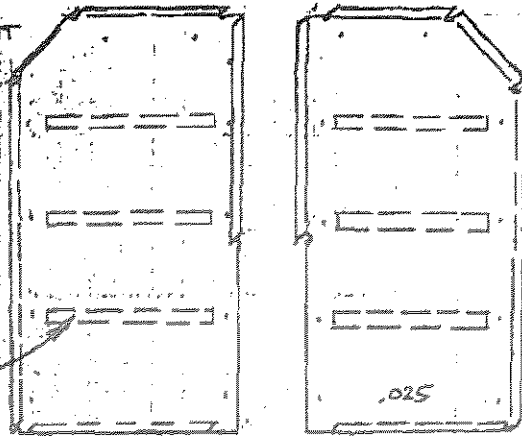
above the bottom. I've gained about 2.3 cu. ft.; simple side shields protect the flap cables along the edges. I'd expect relatively lightweight, bulky things like duffel bags and sleeping bags usually take up most of the baggage space, and the extra volume is most useful. The Lord willing, I'll find out someday.

Hey, what do you think about having the McAlester fly-in some time other than Mother's Day? What do others think? I know of at least one more person who would come. Chances like these are great for checking out details on 'how to do,' learning new ideas, and meeting other builders. And if anyone's ever around Albuquerque, even just a fuel stop, please give me a call. I work right on the AFB, yet without wings, and appreciate anytime I can see another T-18. There's a pretty good surplus store here too. I found a box of realistic looking pistol grips from a computer game that would look good on a control stick. If anyone would like, I'd pick up a pair for \$20 if they're still around.

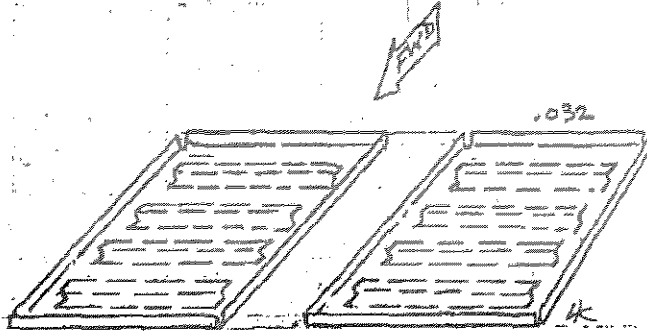
Les Krumel (S/N 1187)
P.O. Box 1115,
Cedar Crest, NM 87008
(505) 281-4406 home
(505) 844-5386 work



REMOVABLE
BAGGAGE COMPARTMENT
REAR PANELS:
INSTALL BEHIND
FRAME #571 BUT
IN FRONT OF
VERTICAL SUPPORT.
EDGES BENT 90°
FOR STIFFNESS



ADDITIONAL "L"
STIFFENERS
ON BACK

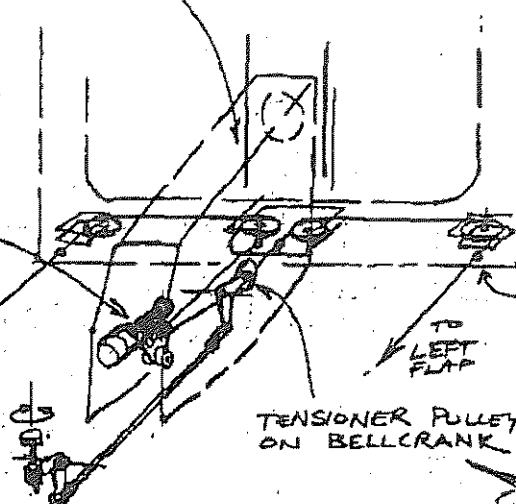


FLOOR PANELS MOUNT
DIRECTLY TO BOTTOM SKIN.
"L" STIFFENERS VARY IN HEIGHT
TO CONFORM TO CURVATURE
ALONG FORE/AFT AXIS.
EDGES BENT FOR ADDED
STIFFNESS

BAGGAGE COMPARTMENT
TUNNEL

R & L CABLE
TERMINATIONS,
ANTI-BACKDRIVE
SECTOR GEAR,
& MOTOR
(INSIDE TUNNEL)

TO RIGHT
FLAP
CABLES ARE
PROTECTED BY
SIDE SHIELDS



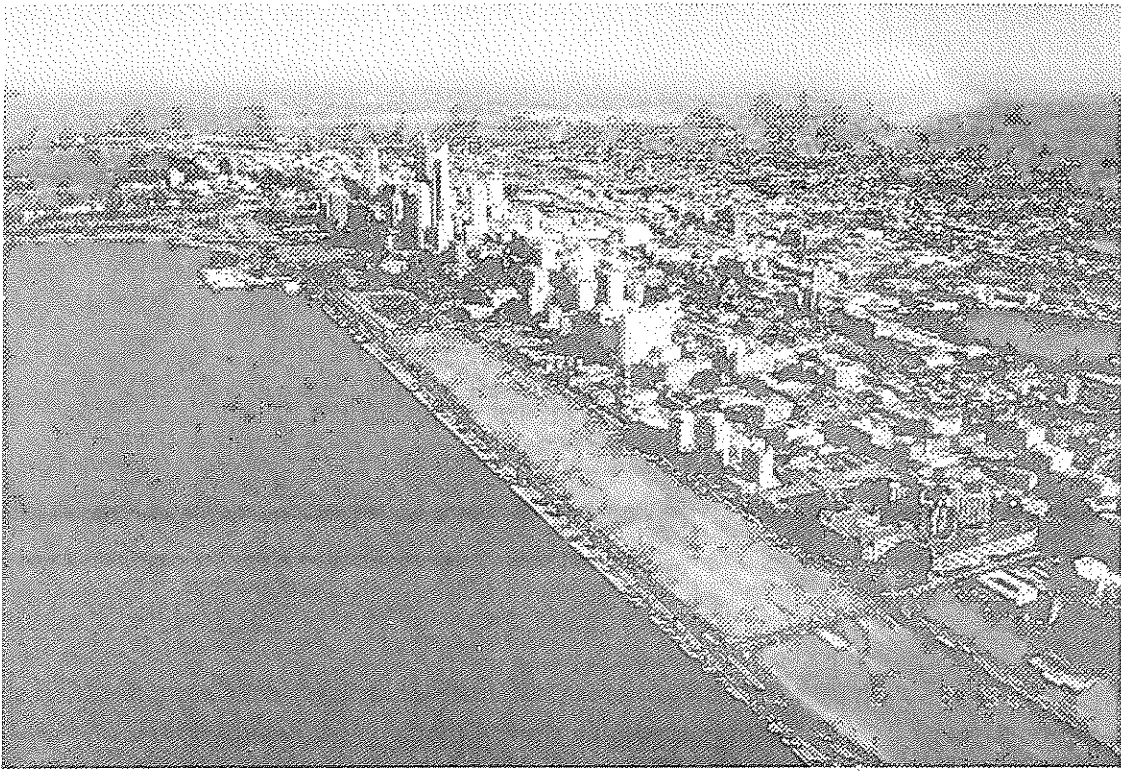
TENSIONER PULLEY
ON BELLCRANK

CONTROL ROD
SCREW, & BELLCRANK FOR
ROLL TRIM (BETWEEN SEATS)

ALL 4 PULLEYS
INSTALLED BEHIND
FRAME #
CABLES PASS
THROUGH HOLES.

±6°
ROLL LEFT
NEUTRAL
ROLL RIGHT
LEFT FLAP

HK



Langley Park, Perth, Australia

(A letter from Brian Olney)

I read with interest Joe Gauthier's suggestion of the T-18 Travel Club. Although there are only about 24 T-18's on the register in Australia, but strategically placed around the country, I am sure that, wherever you travelled in Australia, with or without your aircraft, you would find a T-18er who would be pleased to offer or arrange accomdation etc to any visiting MAS member. I certainly would for anyone visiting Perth, Western Australia.

One event held in Perth recently which attracts aircraft from all over Australia is landing on Langley Park from which the first air-mail service in Australia departed in 1921. One of the pilots was Charles Kingsford-Smith who later made the first flight across the Pacific. The event has been held every third year since 1984 and is organised by our local branch of the Sport Aircraft Association of Australia (SAAA) which is affiliated with EAA.

In the photograph I have enclosed you can see the grass strip, which normally is used for sporting activities such as netball, rugby, soccer, hockey, baseball in the weekends, is sandwiched between the Swan River and Perth city. Due to palm trees one end and power poles the other the usable length is

about 1880 feet. The photo was taken turning right downwind for runway 11 looking west with the Indian Ocean on the horizon. Flying down final, right on the doorstep of the city, with tall buildings just off to your left is an unforgettable experience. Nowhere else in Australia can you land right on the edge of the city itself.

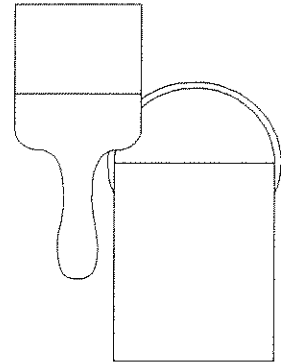
To be eligible to land on Langley you must be an SAAA member and preference is given, in order, to homebuilts, vintage and military and then factory built aircraft. On this occasion we had 97 aircraft land with a waiting list of about 60. The limitation is due to room available for parking. We were only allowed 18 " gap between wingtips!

There have been various proposals throughout the years to develop gardens, artificial lakes and the like on Langley Park but, by drawing attention to the historical significance of the site in this way we hope to stave off redevelopment and repeat this event in March 1999. Overseas visitors would be particularly welcome. Regards, BRIAN OLNEY

28 Brian Ave
Mt Pleasant W.Aust 6153
AUSTRALIA
13 April 1996

Propeller Finishing

Sorry but I'm not sure who sent this article, it got seperated from the letter and didn't have a name on it. Good article Thanks ?? Let me know.



To those of us who love wood propellers, there's nothing like that gleaming hunk of nature's best composite hanging out on the business end of our trusty Powerplant. Nice spinner, or skull cap, properly installed, bright and clear with a fresh coat of varnish.

A few simple tips are all that is necessary to achieve the gleaming, varnish finish on your prop.

It is usually not necessary to remove all of the old coating, just that which is loose or unsightly. If partial removal of the old coating results in a wide variation of surface coloring, then, complete removal may be necessary. 180 and 220 grit sandpaper, used dry worked well for me, followed by 4XO Steel Wool.

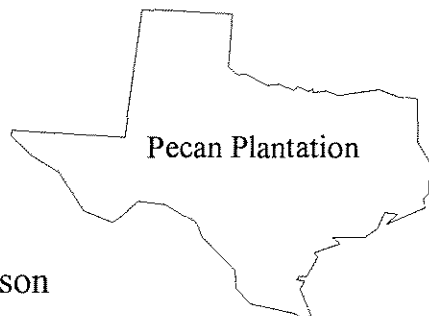
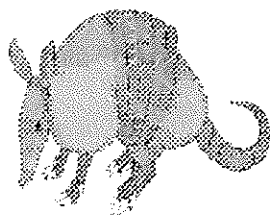
It's best to note the balance condition of your prop at various stages of this process to determine the need for asymmetric application of finish to one blade vs the other for balance. My professionally made prop needed two extra coats of varnish on one blade to achieve perfect static balance. A simple cable suspension balancer works great for me. It is simply two cones, a section of 1/2" steel tube to mount the cones in the prop hub, a small washer with hole for the cable to cover the end of the tube and some 1/16th steel cable to suspend the propeller with. The cable is secured in the center of the tube, slightly above the midpoint of the prop hub. When the washer lays exactly over the end of the tube, the propeller is in perfect static balance.

The best paint brush you can afford is absolutely necessary. Mine was a Chinese Ox Hair bristle and it worked beautifully. Most varnishes can't be stroked repeatedly when applying, so it has to be put on full, wet and smooth with as few strokes as possible. Use the largest brush you can handle to reduce the application time. This gives you an extra minute or two to smooth out any rough spots. Let it dry vertically if possible to give the falling dust in your shop the smallest possible target.

Spar Urethane seems to be the coating of choice. It should dry overnight, in a warm and dry environment. Dull the surface and knock off any dust with the steel wool and recoat until the finish and balance are acceptable. A clean, dry, dust free surface and work area is absolutely necessary. I used Automotive Tack cloths immediately prior to applying the varnish. Give this coating plenty of time to dry, at least several days before you fly in any kind of Precipitation. The slightest amount of rain will eat away at varnish that has not been thoroughly cured.

Even with a good UV rating, and effective cover, if tied down outside, the best finish will need regular attention. If you happen to have a heated workspace, propeller refinishing is a good winter activity.

THE "ARMADILLO CHECK"



by RoxAnne Snelson

"There's the dam. I think I see the field."

"Well, we are going south from the VOR."

"Oh Yeah! From what I can tell from the moving map, we should be very close."

"Yep.....There's the field, and it's getting hot in here..."

That was our 3-way check to find this trip's final destination -- Pecan Plantation -- and the Spring gathering of Thorp T-18s.

And what a wonderful Texas welcome we received. Four other Thorps had recently arrived-- Ed and Jeannette Ludke from SD, Jim French from FL, John and Vicki Evens and Walt and Bev Giffin from CO. Gary Green was there to greet and show us the way to the main event! Gary, showing us the way with his golfcart, led us to where several other T-18s were already parked next to--yes, next to Gary and Maxine's house! AN AVIATOR'S DREAM. As my husband, Richard, (you know--Snelson) taxied down the runway, I was expecting to hear the ping ping ping of a turn signal as though we were traveling on down any 'ol street. And as we pulled in I see Gary's yellow Thorp in the GARAGE next to a T-18 project and 2 car garage. Of course this was all attached to a wonderfully relaxing Texas home. Oh how nice it was to relax and renew our long-distance friendships.

Let me see if I can list everyone (I hope I don't miss anybody) that came in on Friday or Saturday. Here goes--(some are T-18ers, airport residents, EAA, and flyers of those other air-

planes!) Julie & Peter Reinhart, John Reinhart, Don Doubleday, Charlie Long, Paul Jani, Tony & Melanie Munday, Bob & Dottie Wood, George & Gloria Van Dorpe & family, Ron & Marriann Havelaar, Pat & Rhonda Stanley, Bob & Nancy Sanderson, Garlan Root, Bill Cordoza, Ken & Jene Morgan, Al & Morinne Pereira, Bill Hall, Jack Waxenfelter, Ted Conrad, Eddie Eiland, Leroy Holt, Bob Parker, Evan Roberts, Gordan David, Frantz, John & Vicki Evens, Walt & Bev Giffin, Ed & Jeannete Ludtke, Jim French, Tom Landhal, Richard & RoxAnne Snelson, Charlie & Wanetta Scott, Bill & Dottie Williams, Bob & Susan Highley, Bill & Debbie Williams, Rick & Louann Jones, Coyt & Wilma Johnston, Richard & Kathy Brandiger, Dick Amsden & wife, Les and Margie Conwell and of course, Gary & Maxine Green. disclaimer: Maxine says your name appears as you signed up!! except of course for typos! I guess it would be nice to say that we had several other experimental airplanes in attendance. They WERE very nice-- a Glasair, and RV -3s, 4s, and 6s.

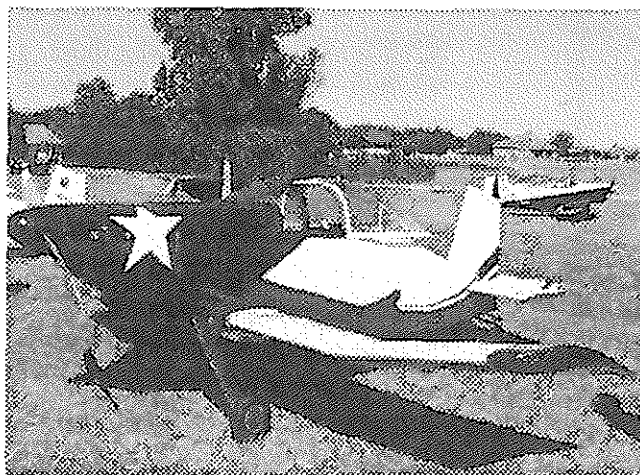
The weekend was warm, correction, hot, but certainly didn't sizzle any pilot's plans of flying, so off and on the fellows would sing out that they were going up to make an armadillo check. They would soar off and then the unmistakable purr of the engines could be heard as they made a low pass. I found out later, from a grinning ear to ear husband, that the local aviators call a low pass an armadillo check. I guess after all, you wouldn't want to hurt one of those "cute" critters--now would you?!

The “boys with the toys” also did some wonderful formation flying, some aerobatics, and on a somber note flew a missing man formation or two. This was to honor several of our comrades that are no longer with us. Those who were mentioned were Gary Holt, Mac Booth, a friend of the Greens and a long time Thorp enthusiast and newsletter editor, Dick Cavin.

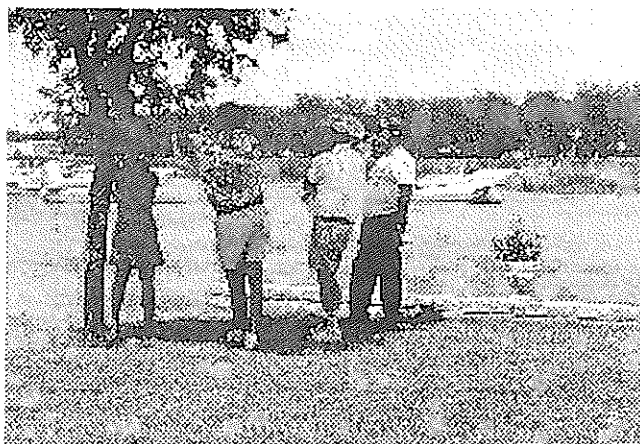
A special visit from Leroy Holt, with pilot Bob Parker flying Leroy’s old, but now, very newly re-furbished Thorp, was enjoyed by all.

Throughout the weekend we didn’t have any worries about our food intake. Maxine had arranged to have Pizza Friday night and the EAA Chapter 983 set up a picnic style lunch and supper on Saturday. Yeah, you know, less down time to have to worry about food! It was great and we all send a great big thank you from the T-18s. Our sleeping arrangements, made by the master planner--Maxine, were (as far as I know) superb. However, it took the whole weekend to decipher the meaning of The House, The Ridge and The Club. I for one remembered where I was to be but sure got hassled by my fellow house mates about HOW TO LOCK THE DOOR. I’ll get ya Highleys! Speaking of Highleys, Susan taught Jeannette and I the BEST ever way to play solitaire. I think you could maybe even play it while flying in the Thorp... well, maybe.

Let’s see, what else can I add about ... oh yes, the ideas, building tips and the infamous stories always associated with our fly-ins were abundant throughout the weekend. Hopefully you guys will write down some of the ideas and send them in to be published. I heard a couple of things that Richard was thinking about doing to our Thorp that sounded great. Of course we had the rides for those who came to Texas to experience the T-18 Thrill. I really give a hand to all pilots who do this to allow the not-quite-done or wanting-to-know people in our group. I was a wife who was NOT QUITE SURE about all this stuff a



Rick & Louanne Jones's new "Star of Texas" paint job.



Not a drop of shade went to waste!



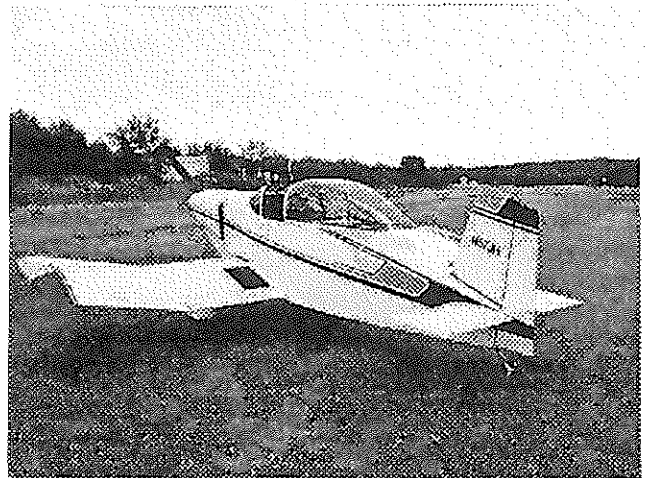
Bob & Dottie Wood in their beautiful Thorp

few years ago. I was lucky enough to get a ride from a pilot that--actually, his wife promised--would not do any loop-d-loops, or who knows what. Of course being the assertive person I was, I vowed I would not kill him in the air but when we landed he would be dead meat, if we did anything but straight and slow!!! You know, it is amazing how CALM Rick Jones CAN be...by the way check out the new paint job on the Jones' bird. I understand Louann came up with the paint theme when the time was "right" to do a new one. I love it!



Evan Robert's Thorp, from Horseshoe Bay, TX

Well, should I tell a story or two? No, better not but some did include rather interesting landings, friends that had to shoot at their airplane (NOT a Thorp) because when handdropped it took off into circles--so how to stop it--well, get out the 'ol shotgun! We also had a too close for comfort, look at runway markers and trees on a grass strip, pilotage arguments--I mean disagreements--on HOW to find this place (which damn dam DO I fly to?), we even had a T-18 husband and wife with no home--well they do have a lot just down the way(!), the secret desire of an aileron roll on the day of retirement, and just the always good and friendly chatter about family and in some cases, dogs, cats and a bird.



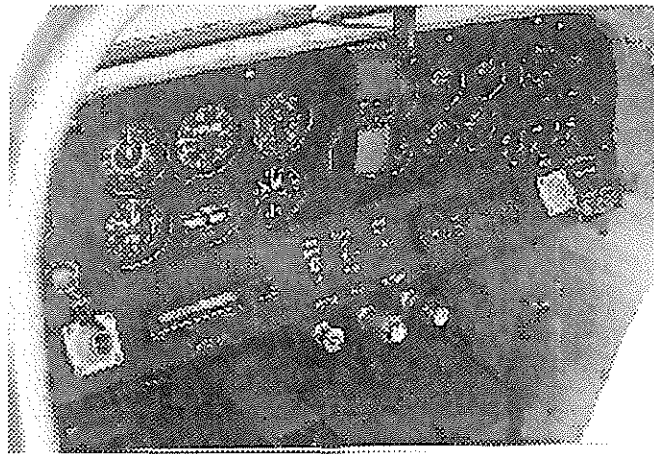
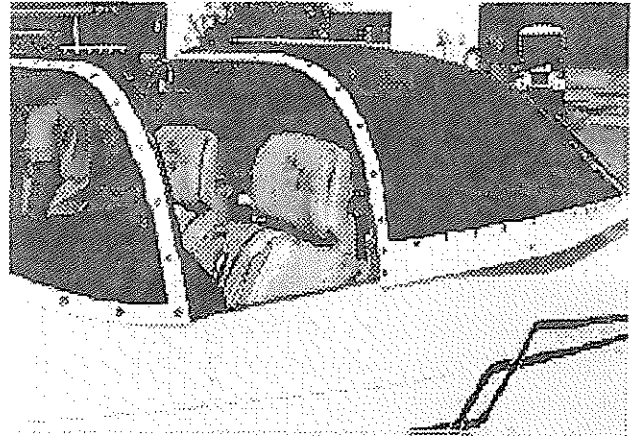
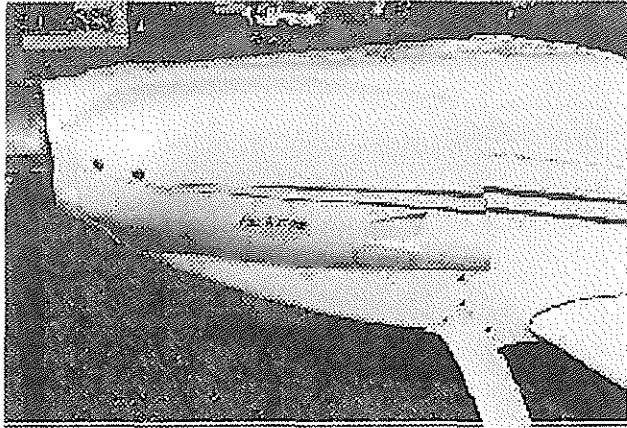
Pat Stanley's Thorp

As always, the weekend ended too soon but the fun memories and friendship will help to tide us over to yet another Thorp T-18 fly-in.

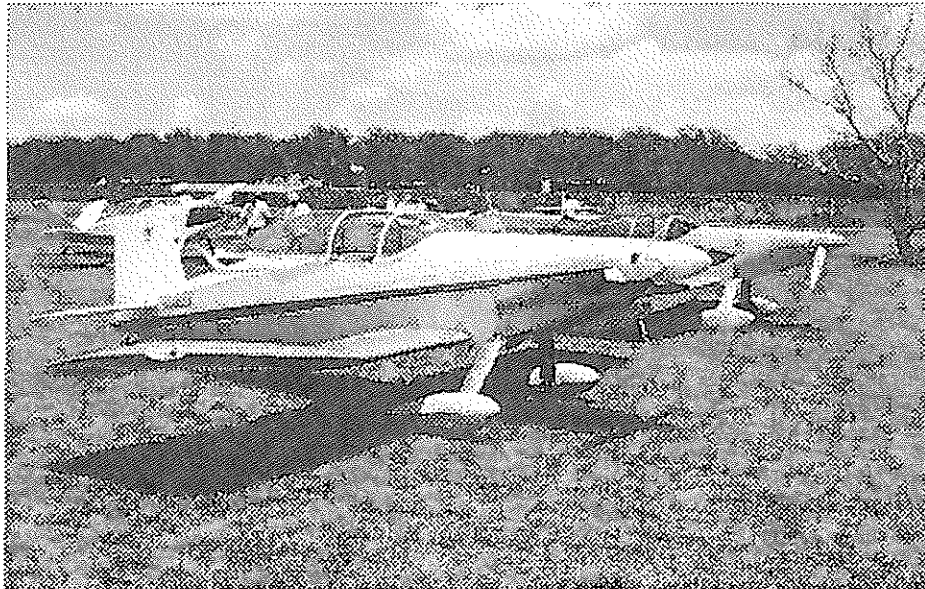
If you are wondering why Richard put me to work on this newsletter it is because he is getting desperate for articles.....SO guys.....unless you want me, Rosie (RoxAnne) the Riveter (and I'm 4 years out of practice) to write an article on tail flutter or weight and balance, etc., you better get out your pens, computers, or even a cassette recorder and send something to the editor. Either that or I may have to contribute a chocolate chip cookie recipe for the 100th issue of the newsletter!! See ya.....in WI



Les & Margie Comwell's Thorp, nice job on the paint and interior folks!



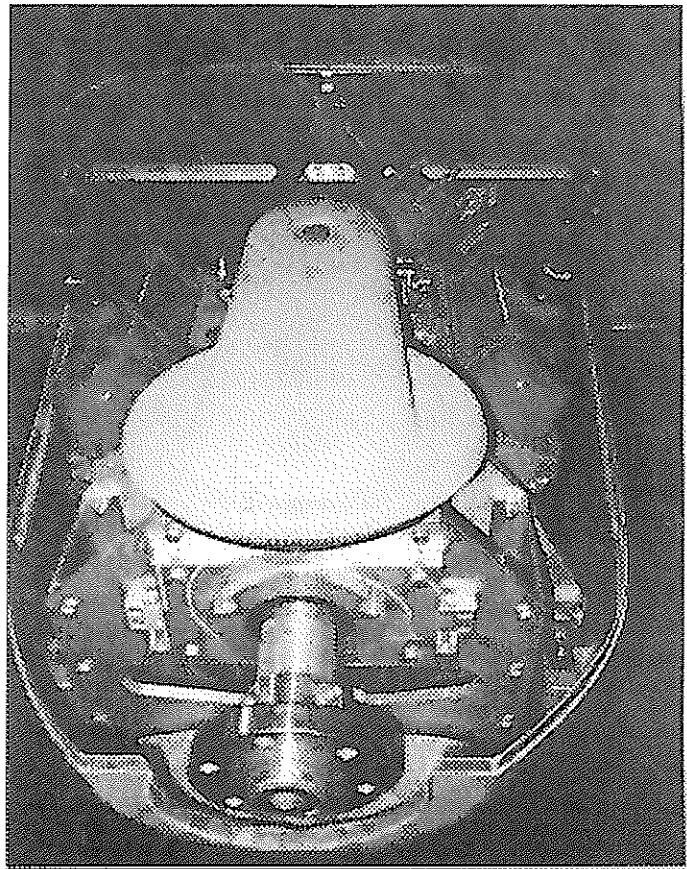
Here are some of the modifications Bob Parker has made to the Holt's Thorp.



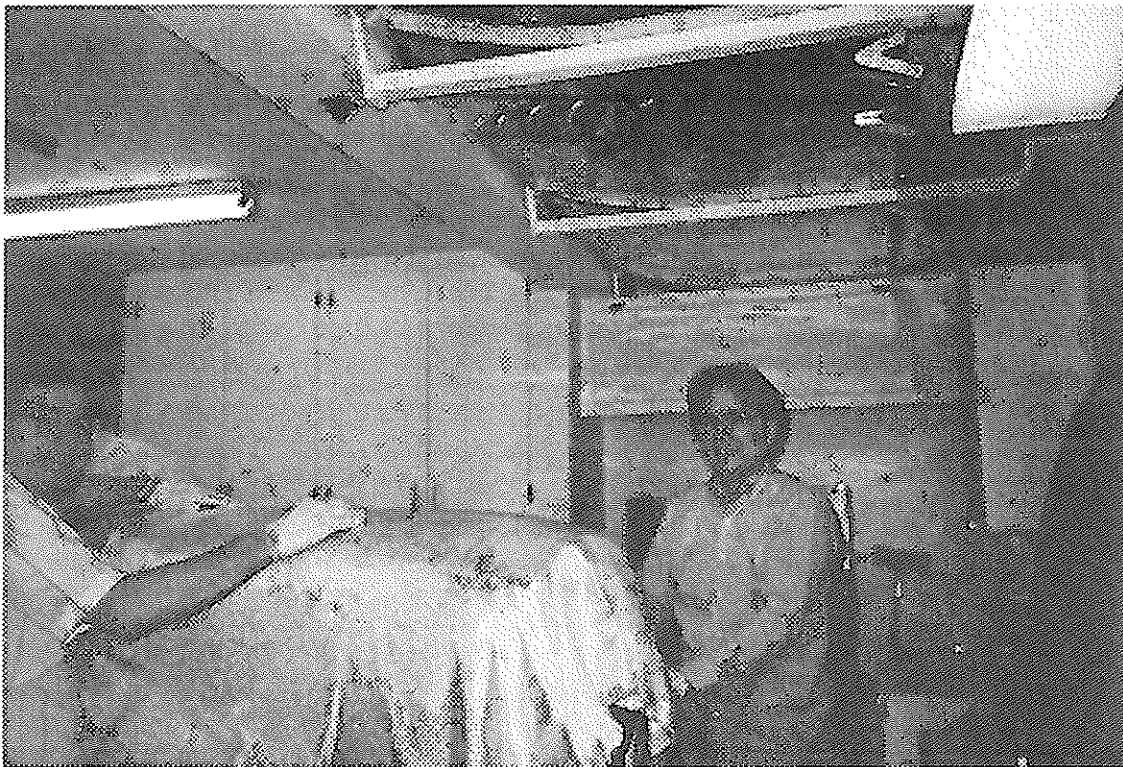
Here's a shot of Coyt Johnson's new Thorp, nice looking bird!

Project Update

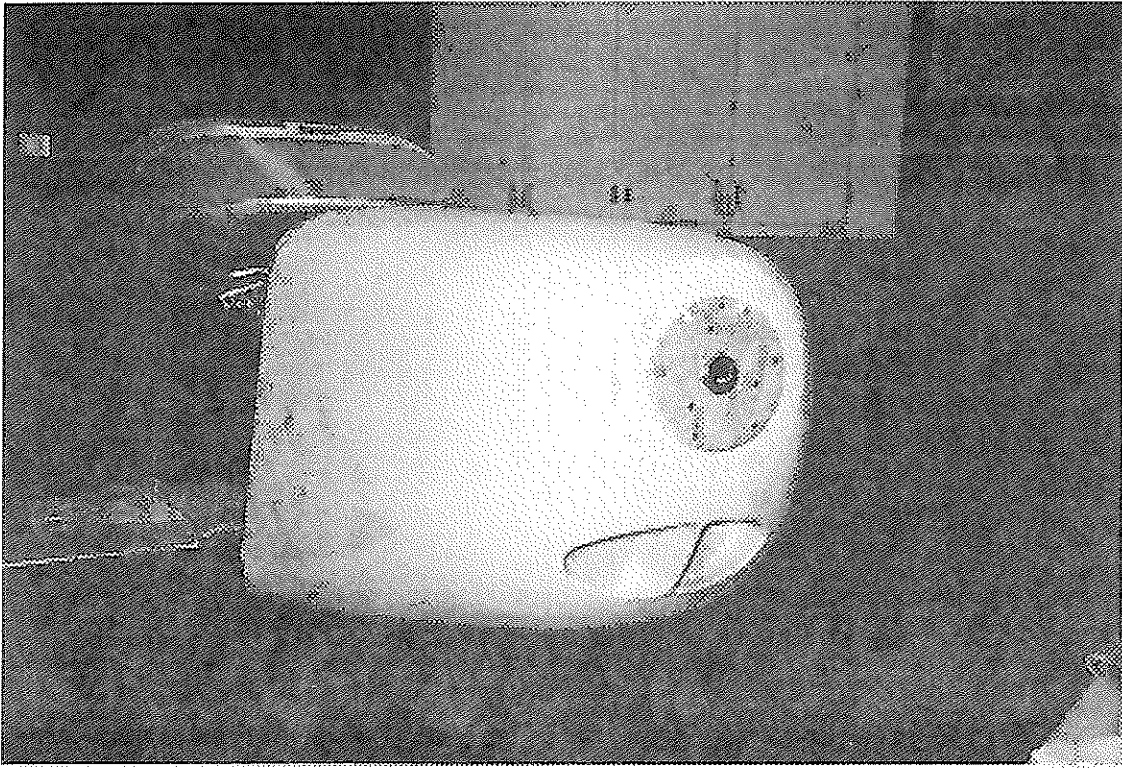
Hello Richard: For your info- many calls of interest in my project during the past year, but as we all realize no one is ready to pay near the dollars we have invested. Thus I'm continuing to complete the A/C as time permits. Since we've last spoken - engine mount complete, & engine installed, cowling scratch built, see photo's - plug layup - finished product. My first attempt at fiberglass "West System" quite satisfied. Next is exhaust system c/w mufflers within cowling; dual radiators in the wings a'la Spitfire & ME 109; also a 3 or 4 blade warp drive prop. See you in "MECCA" 1st week of August. Sincerely W.T. Forsythe Montreal Quebec, Canada



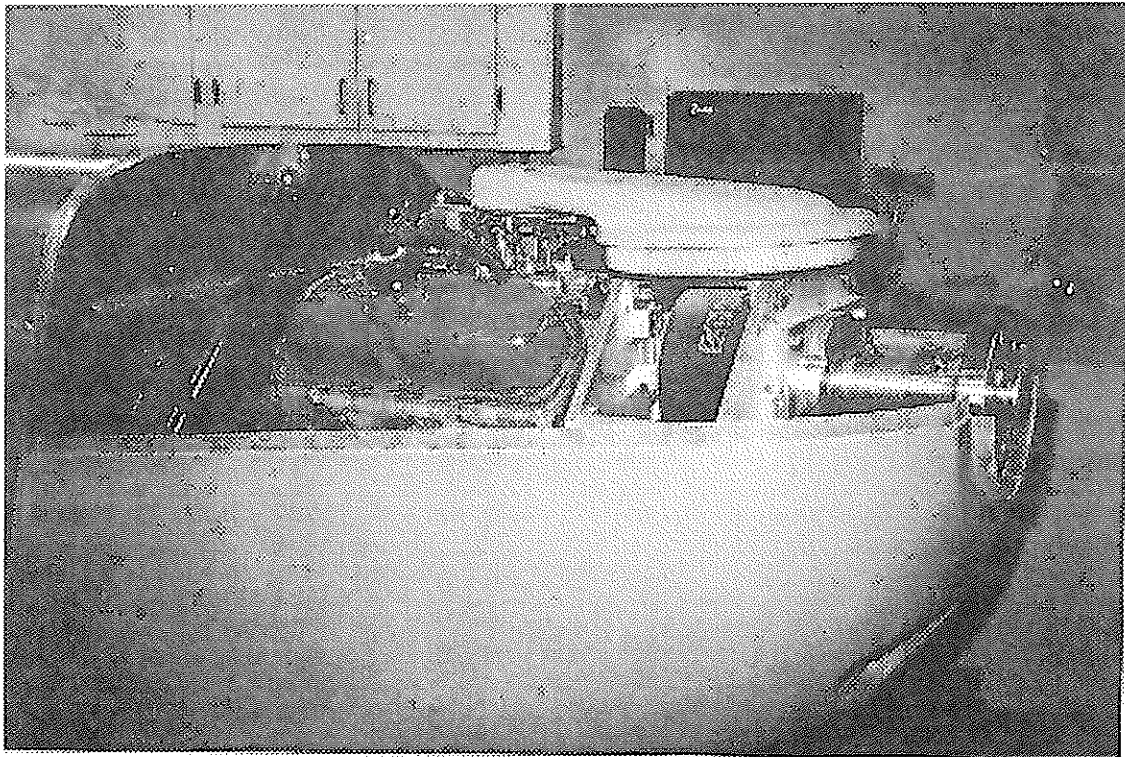
Good view of the V-6 installation



Hard at work on the fiberglass layup, looks like there having fun!



W.T.'s New West System Cowling



V-6 Ford with Blanton 1.6:1 Drive

LET'S FLY

(Again)

(Exclusively):

THORP

5 th Annual Placerville Fly-In

Placerville, CA at the Hangtown VOR, (40 miles east of Sacramento)

DATE: September 6, 7, 8, 1996

WHERE: Placerville (Hangtown), California

SPONSORED

BY:	Hal & Nancy Stephens	408/365-8836
	Jim & Lillian Critchfield	916/621-1584
	Mac & Rena Booth	408/363-8720

EVENTS: Yes! - Cork Flying, Bring champagne (BYOB)
- Bring goodies to sell/Give away
- We're thinking, Ideas?

PRIZES: Yes! - For attending/most rides given/others
Model airplanes - Best Thorp

Accommodations: Camp out under the stars at the airport or stay at:

Placerville Inn	800/854-9100
Days Inn/Best Western	916/622-3124
National 9	916/622-3884



Transportation: Rental cars are available if desired.

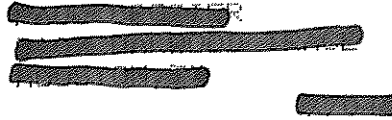
Enterprise Rent-A-Car 916/621-0866

Friday night - dinner at the Elks Lodge

Meals: Saturday noon - we'll go down town.
Saturday night - Steak dinner (\$12.00 per person)

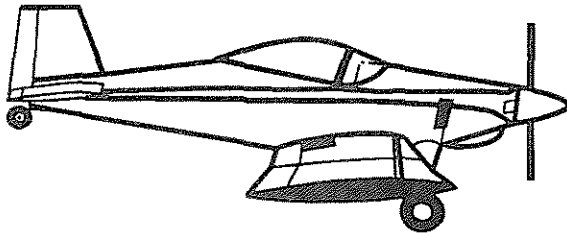
If you fly a T-18 or a Sky Scooter plan to make this fly-in.
Please! a RSVP call is required so parking places can be made available and a steak purchased for you.

T-18 NEWSLETTER
ROUTE 3, BOX 296
CLINTON, IL 61727
1-217-935-4215
Issue #99, June 96



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Red Circle around a "0" means that I don't show you 1996 dues paid. Please send them now. Next issue is #100 lets make it a great one. Submit your articles and pictures ASAP.



OSHKOSH 96

T-18 Lunch (\$4.00 each)

Friday August 2 at 11:30 AM in the Nature Center

T-18 Forum

follows the lunch at 1:00 PM

T-18 Banquet Friday August 2 at 6:30 PM at Butch's Anchor Inn

Editor's email address: rsnelson1@aol.com