



Team Rocket

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First flight report - Darryl Hudec

Darry reports:

Even with in excess of 30,000 hours of flight time, this was an exciting first. With a whopping 12 hours of tail wheel time, 10 in a Citabria and 2 in an RV-8, with the legendary Bruce Bohannon, I was armed with what I needed to fly my project.

Ground handling is a piece of cake. I pre-heated the engine and then towed the airplane halfway to the runway. Ground was informed that I wanted a quick taxi to take off to keep the ground run short. Taxi and SDS mag check took less than three minutes.

"Experimental 255D cleared for take off. Traffic on 1 mile final".

Put the power to it. Not much of a takeoff roll. Lifted off about 75 kts after a little wandering on the runway. RPM only got to 2450. Should have been 2700. MAP was shy of 25 inches. CHT's 1-2 were 415 degrees, while 3,4,5 and 6, 50 degrees cooler. All EGT's 1200 +/- 20 across the board. The dams on the Vans baffles will have to be trimmed to get 1-2 temps down.

The airplane flew pretty straight with little or no rolling tendencies. I'm sure there will be a little tweaking somewhere when I can pay more attention to the details. The elevator trim failed to work below neutral, meaning I had to hold considerable nose down force for the entire first hour of flight. This is just a programming issue with the VPX.

I initially thought that I had built a real dog. Only truing 185 kts at 5000 ft. Baaaaaaah. Of course, no wheel pants but, I was really disappointed. Then I remembered that I was on alternate air. I flipped the switch which actuated the linear actuator to open the ram air into the Airflow Performance servo. Wow, the engine roared. 202 KTS true. Atlanta center wanted to know what kind of airplane I was flying. Ground speed matched true. Now I had the Rocket grin. With the right RPM and the pants on, 210-215 KTS will happen.

The rudder trim system centered the ball. I was so glad I took the time to do that. Got a little chilly so again, linear actuated the heat box. Immediate heat from front and also back seat vent. I don't need to worry about the wife getting cold. All air comes from NACA scoops from under the wings. There are no scoops in the fuselage. The air volume and velocity both heat and cool, was overwhelming. The time and effort expended to design, mold and make all the ductwork was sooo worth it.

I strapped down 50 pounds of sand in the baggage compartment. When slowed, I found the elevator forces pretty light. I built the airplane as nose heavy as I could get. Interestingly, the CG range is wide and can be loaded in almost any configuration and be within CG. The airplane is a little heavy, 1300 lbs but, I have three batteries and loaded avionics panel. I also didn't want the typical cold sparse interior. Milanka, my wife, patterned our interior from a Maserati. It will be on the plush side.

After 1 hour of flying a race track pattern, I flew two approaches to a miss and then a final

to landing. The approach was at 80 KTS . A little fast but, want to check stall speed before getting much slower. My three point turned into a little bounce but, it was pretty soft. Hurray, I did it.

Hurry up. Get your Rocket built. This is going to be one amazing airplane.
Darryl



Darryl and Milanka Hudec, 11-23-2022, after the first flight.

This was Darryl's first homebuilt project. I warned him that the learning curve would be steep, but he met every challenge. He is a true craftsman and his workmanship is impeccable.

If you haven't browsed through his photos in the Dropbox, you should. Look closely and you'll see some very innovative solutions to common problems. The cabin heat and ventilation system is a great example. Another is his use of small electric actuators to eliminate heavier push/pull cables.

*Along with a long line of other builders, Darryl undoubtedly wanted to wring my neck many, many times, but.... **He figured it out!!!** (That's a poorly hidden inside joke. Many of you know it.)*

Building a Rocket isn't the easiest project. It's certainly not a cookie-cutter, pre-punched kit by any measure. But the end result is worth it! And Darryl proves that even a first timer can get it done, and done very well indeed. Congrats! - Vince

New Team Rocket forum launched

As everyone knows, the old forum was as reliable as a British car, and just as quirky. After much whining from me, Blake was gracious enough to replace the hosting and set up a new forum.

The data from the old forum is still there, so we shouldn't have lost any of the legacy info.

If you had access to the old forum, your username and password should still work. If not, there is a password reset function on the log in page.

NOTE: *The log in button is hidden in plain sight at the extreme top left of the home page. It's easy to overlook, but it's there!*

It is my sincerest request that building questions be directed to the forum. That way everyone can benefit from the tribal knowledge, and I won't be quite as overwhelmed. Incidentally, we have almost 50 projects under construction at some level. With that many brains out there building, there are gonna be a lot of good answers if we all use the forum.

Also, this is a **FREE** forum for builders and owners, and I hope to keep it that way. However, it isn't free for us. Donations of any size are gratefully accepted and will go to Blake, who is in charge of maintenance and continuous improvement. Paypal to vincefrazier@gmail.com, checks, etc. and I'll make sure he gets them. Thanks.

Forum rules: There is zero tolerance for politics, religion, spam, etc. on the forum. So, while I can say "FJB" or "Orangeman bad" in a newsletter, doing so on the forum will get you removed.

Robust debate is welcome, but insults, slander, or mud-slinging won't be tolerated.

It is a semi-private forum and is intended **ONLY** for topics relevant to building and flying your F1 Rocket or F4 Raider.

Please let me know what works and what doesn't. I'm sure that there will be the usual start up bugs. Thanks.

<https://f1aircraftforum.com/>

Shop progress:

Things are still moving at a snail's pace. We now have limited heat and limited electricity. We'd move in, but the wife wants running water. Sheesh.... she probably wants hot water too.

We hope to be moved in by 1Q23 and have some *limited* Rocket activity soon afterwards.

Some of you, who have read this far, are wondering what the heck is the hold up? The demand for contractors is so high locally that we've nearly given up on finding subs. For example, a few weeks ago we obtained a bid for pouring 32 yards of exterior concrete. Concrete is about \$180/yd locally, so the material cost would be about \$6000. The bid came back at an "estimated" \$41,000 for the job... and we already had the site prep done and the forms installed. Other quotes have been similarly unacceptable. So, we keep looking for reasonable bids... or just doing the works ourselves. Sigh...



Brad Hood wants to buy your Sport wing F1 Rocket

Most of you know, or know of, Brad Hood, who built the award winner shown above. Brad is currently without a Rocket and is actively looking for a Sport wing machine to purchase. You can contact Brad at:

dynamicaerosport@gmail.com

Or text him at
502 649 8326

Contact us at:

Vince Frazier
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