Team Rocket Newsletter 7-10-2025 View in browser

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NEWS

The text and photo below were just issued from Van's Aircraft. While we have seen this press release before, it is worth considering the opportunity to obtain a brand new RV-4 wing kit that it presents to us.

As many of you know, we (Frazier Aviation Products, dba Team Rocket) are concentrating on getting the new tapered F-wing into the air. This means that we are NOT producing new Sport wing kits (the RV type wing that is seen on nearly all F1s and F4s) at this time.

Therefore, if you'd like to obtain an RV-4 wing kit, which can be readily converted to an F1 or F4 wing, then contact Van's and place an order.

Yes, there are minor changes that are needed. For example, you likely won't want the pre-assembled spars as the spar kit is easier to modify straight out of the box. You'll also likely want larger fuel tanks, but those are available by various means.

If you have specific questions about converting the RV-4 wing for use on an F1 or F4 please contact me at vince@f1aircraft.com

Entering Retirement:

The RV-3, RV-4, and RV-6

After decades of offering the RV-3, RV-4, and RV-6 to the builder community, we are preparing to retire these models from active kit production.

These aircraft represent the earliest chapters of Van's Aircraft and are the foundation of Total Performance. As kit orders for these models have declined, and as we focus on streamlining operations and bringing new designs into production, we've decided to end active kit production for these RV models.

What to Know:

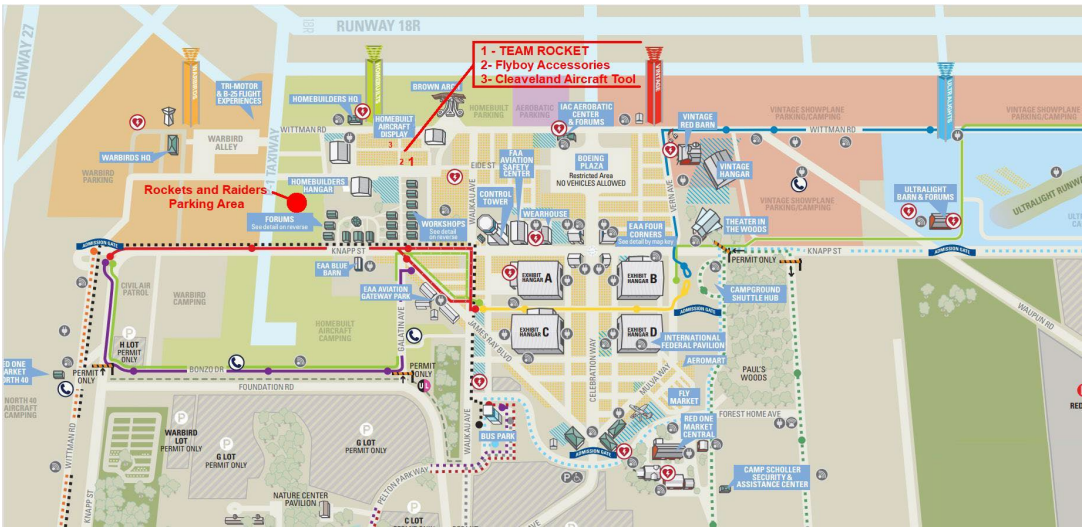
The last day to order kits for the RV-3, RV-4, and RV-6 is September 30th, 2025.

After that date, we will no longer manufacture empennage, fuselage, wing, or finish kits for these aircraft.

Support continues: *We will continue offering replacement parts and technical assistance.*

While this chapter is closing, the RV-3, RV-4, and RV-6 remain a lasting part of the Van's story and a testament to the joy of building and flying an RV.

-The Van's Aircraft Team



Airventure 2025 is fast approaching!

Just a reminder (again!) that we'll have an official "Rocket" parking row at EAA Airventure again this year.

All F1 Rockets, Harmon Rockets, and F4 Raiders are welcome to park in this row. Just put a sign in your canopy for the parking personnel to see when you arrive.

If the parking volunteers aren't sure where the Rocket row is located, just tell them that it's immediately NE of the forum buildings and just N of the homebuilder's hangar.

See the map for the general location.

We need your Rocket!

A couple of gents have expressed interest in putting their Rocket on display this year. There is room for up to 2 aircraft. If you're interested in showing off your baby, contact Vince at 812-449-0230 or vince@f1aircraft.com ASAP

Todd Nichols pirep on his IO-360 powered F4 Raider

Note: Todd is using an IO-360 angle valve engine. It makes great power, but it is heavier than a parallel valve engine, and the cylinder shape requires a substantial reworking of the cowling. He is also using a fixed pitch prop. - Vince

About the angle valve. A couple things I've learned. You probably already know… I am a fan... but they do run just slightly different than most.

I really like the angle valve. The angle valve coupled with a 3 blade prop is the smoothest Lycoming I've ever flown behind and I've for roughly 3500 single engine hours in 100 different types.

The angle valve does tend to run about 10° hotter on the oil temp because of the oil squirters. A good reason to run hotter and acceptable, but it is a thing. I run 2 thirteen row oil coolers. My winter temps are 195 and summer temps are 205-210. My cold air intake robs a couple degrees as well. (Some of temp issues are also how (it was) decided to mount the original oil cooler. I would have changed the mount and location of the cooler but it would have started down a very long road of moving a lot of things around the firewall.)

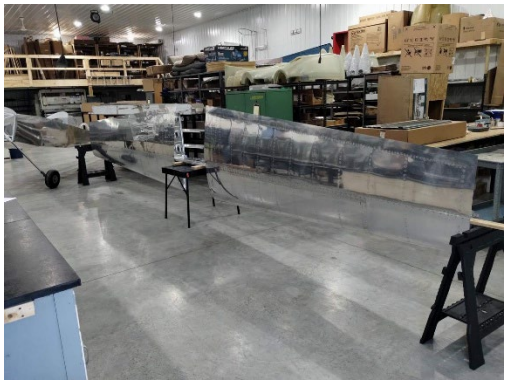
Also because of the oil squirters, it's more important to stay up on oil changes.

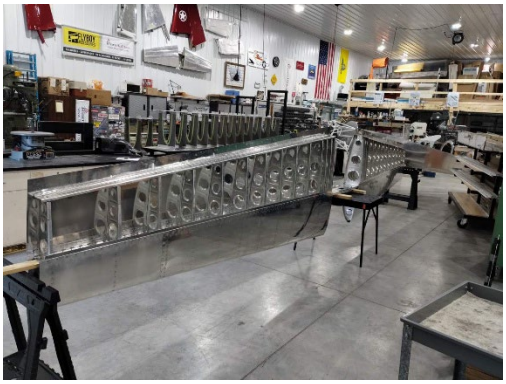
With my higher than normal oil temps, a second oil cooler was really my only way to bring the temps down. My airflow is perfect inside the cowling. As a matter of fact, my CHT could be about 10-15° hotter but not with the fight.

I will say that I wish my plane had a carburetor. The fuel injection system works great until after landing when the engine tries to go into a slight vapor lock… I have to keep some RPMs up after landing while taxing in or the engine has a slight stumble. After talking with Don at Airplane performance I changed to a smaller fuel injector, and that helped a lot, but it still exist a little bit. He said the only other fixes possible or to put a return fuel line from the spider which would allow to vent the vaporized fuel or to put yet smaller injectors, but I would have to run the fuel pump 100% of the time.

I've heard of a relief valve from the spider and people venting the vaporized fuel overboard, but that doesn't sound super safe.

Just my $.02
Todd





Shop News

In the last newsletter we mentioned that we're getting a new 10' and 100 ton CNC press brake and an enormous ShopSabre 12' x 6' CNC router... we're so excited that I had to mention them again. By the way, we have a nice 12'x4' Avid CNC router for sale...gently used... and a 6' x 100 ton press brake also for sale. Contact Vince at vince@f1aircraft.com if interested!

Shown in the photos above are:
1) Blake and Scott churning out some parts on the Avid CNC.
2) Blake cooling off the rivet gun after gunning down a few hundred rivets. (Rivet guns are available at https://cleavelandtool.com/ along with hundreds of other aircraft tools)
3) Top view of the new F-wings, less the flaps and ailerons
4) Bottom view of the new F-wings, less the flaps and ailerons

We'll have the wings, with the control surfaces, on display at Oshkosh. Drop in and see us.

Frazier Aviation Products

7237 S State Road 75
Cutler, Indiana 46920
United States of America

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