TeamRocket
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Team Rocket Newsletter 10-26-2025

Report from Taylor Texas

With the all-too-soon passing of Cheryl Frederick last month, and the health struggles that Mark has been having, several airplane nerds gathered at the Macho Grande hangar to sort out a lifetime of aviation memories.

It was a sad reminder that time is relentless, but it wasn't without a bright side too. I'll concentrate on the brighter side.

My hat is off to Mark and Cheryl. First off, they had a great home here. For those who haven't visited, they had a very nice grass strip, a huge hangar, and a lovely home. It is literally every aviator's dream. A wonderful place for any flying activities. Of course, they had a few rattlesnakes, fire ants, and weird bugs too (yes, really)... but that's Texas. I always enjoyed visiting them. They were the BEST hosts and had a REALLY COOL hangar guest bedroom.

To be there to help sort out the hangar was a real walk through the past 25 years for me. Mark's F1 Evo project, which is so painfully close to being complete, is there. It was the last of the original Czech built kits and was intended to race at Reno. Mark has a beast of an IO-550 on the nose and some nice mods, a nice panel, and, well, it's for sale. (See below) Someone will be getting a brute of a machine.

The work crew, shown above, consisted of (L to R) Brian Rodgers, Marcus Goetting, Vince Frazier, Bob Mills, and Mark's brother, Matt Frederick. Cheryl's son, Jessie Dyer was a great help to us too... but he's not in the photo.

Our goal was to get the hangar sorted into useful stuff, F1 Rocket Evo project stuff (see below), and stuff that needed to be disposed/recycled. I believe that I ended up with 100+ pounds of rivets, nuts, and bolts... yeah, not gonna let those go into the scrap bin. We also swept up 100+ pounds of mud dauber nests and Texas dust... I mean, it's a hangar so there's gonna be a bit of that, right!? I don't know how much scrap metal there was, but it overflowed the back of a pick up truck.

Jimmy Cox, the nearby fiberglass expert, stopped by to take various molds back to his fiberglass factory. Jimmy was/is a big part of Team Rocket history, having made virtually all of the fiberglass parts for 25 years now.

I'm not exactly certain what will happen to the real estate, but I suspect that it would make a fine home for the next airplane nerd who comes along. Matt Frederick would be the person to talk to if you're genuinely interested. He also is the person to talk to if you're in the market for various shop tools (band saw, drill press, stomp shear, etc) that remained in the shop. There is a LOT.

As for Team Rocket, although one chapter is finished, the story is definitely not over. I (and my partners) are doing our best to keep kits and parts available. The F1 Rocket and the F4 Raider are great airplanes and it would be unacceptable to see them fade away.

I will miss seeing Mark and Cheryl in Texas. Again, hats off to them. They left big shoes to fill.

Mark Frederick's F1 Evo project - for sale

F1 Evo project for sale

- The only unsold original F1 Evo Rocket kit on the planet. It’s the last of the Mohicans.
- Wings, and empennage are installed.
- The plane is primed.
- SteinAir Avionics!
- All GARMIN full IFR custom panel with GEA24, GTX23, GAD29, GDL39R, GMA245R, GTR20, integrated battery backup and ELT. Wiring needs to be completed.
- Continental IO-550 supercharged, rated at 330HP.
- Pneumatic tailwheel.
- Two WWII pilot urinals.
- Canopy is ready, needs installation.
- MT certified reconditioned three-blade constant speed prop.
- Cowling is a work in progress.

There are MANY more photos located HERE. Everyone always claims that everything is included. Well, this kit is as close to having everything as you'll ever find. Take a look at the photos.

This project was advertised last Spring for $250K. Due to circumstances, reasonable offers are being considered.

Contact Matt Frederick
mpfrede035@sbcglobal.net
(419) 680-3260

F1 Rocket engine and prop for sale

My name is Scot Stambaugh and I am the builder of F1 Rocket serial number 19. For various reasons I have chosen to decommission the aircraft, keep the airframe, and sell the engine and Propeller. It would bolt right onto a F1 Rocket and probably a Harmon Rocket as well.

I have videos of the engine started and running on the airplane. I did compression tests on all cylinders before removing it from the aircraft. The engine runs perfectly.

Here is a description of the stuff:

- IO540 EXP (it started out as a IO540 C4B5 but is now Experimental only because of internal modifications)
- TTSO - 280 hours
- Built by Lycon Aircraft Engines, Visalia, CA
- 10.25:1 compression pistons (Lycon developed them for the Reno Air race guys)
- Engine was balanced and blueprinted, smooth as silk.
- Ported and polished cylinder heads also for the air race guys
- Both of the above modifications are for experimental aircraft only
- The engine produced 335 horsepower on Lycon's break-in dyno when new.
- The airplane climbs out at better than 3,800 FPM at a sea level airport and holds the climb well past 5000 to 8000 feet depending on the OAT.
- There are zero cooling issues with the pressure plenum and round inlet cowl on this engine/airplane.
- The high performance oil cooler helps with the cooling as well.

Compressions
1 - 76.5/80
2 - 79/80
3 - 79/80
4 - 79/80
5 - 79/80
6 - 77+/80

- Completely sealed pressure plenum (adapts to a round inlet cowl on the rocket)
- Light Speed LSE Plasma CD III dual electronic ignition
- B & C Specialty Products 60 Amp Alternator
- B & C Specialty Products SD-8 8 Amp Backup Alternator
- B & C Specialty Products BCS-206 Starter
- Airflow Performance FM200 fuel injection system
- 6-1 Stainless exhaust system with integral oil blow-by extractor port
- High-Performance 19-row oil cooler with custom machined mounting brackets and 90 degree carbon fiber inlet ducting
- All fluid lines (oil and fuel) integral fire sleeve hoses
- Engine is plumbed for the Christen Eagle Inverted Oil System
- Electric engine pre-oiler pump
- Automotive Spark Plug Adapters
- Oil Quick Drain Port
- Christen Eagle Inverted Oil System

I'm asking $28,000 for engine, complete with everything listed above.

I'm also selling the prop. It is a Aero Composites prop and it is in near perfect condition. It is a 3-blade composite prop Model # 3350. It works perfectly on this engine and aircraft.

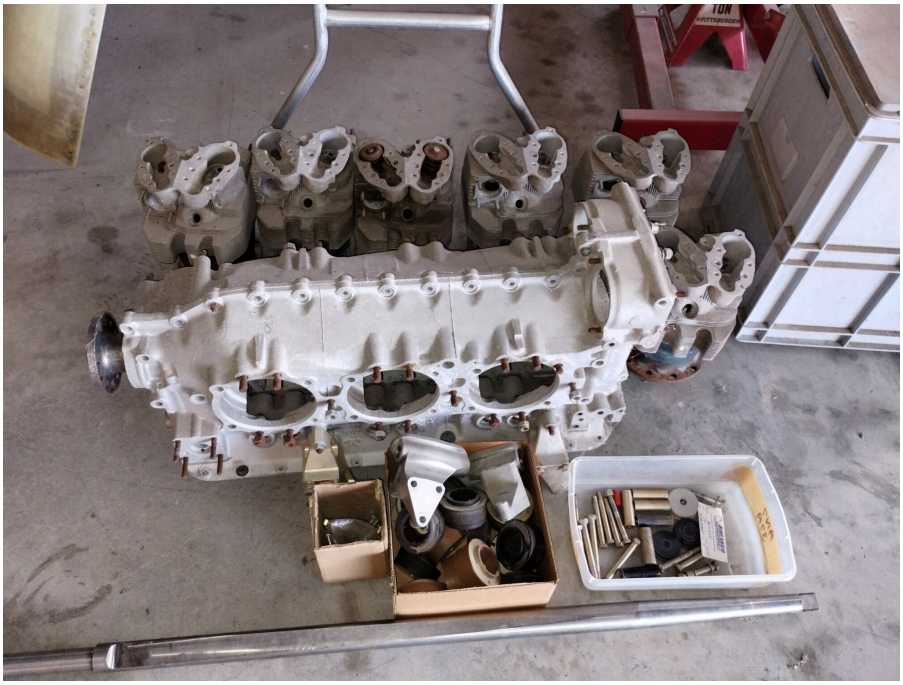
I'm asking $5,000 for the prop.

There are many more photos and a video of the running engine HERE.

thanks,

Scot Stambaugh
8104 161st Street NW
Gig Harbor, WA 98329
f1rocket@yahoo.com
510-495-4595

Continental engine core for sale



Not exactly sure which Continental, and don't know the history, or if there are any logs.

It is possible that more info will turn up or maybe has already.

Contact Matt Frederick
mpfrede035@sbcglobal.net
(419) 680-3260

Note: the gear leg at the bottom of the photo is not included.

First Flight coming soon!

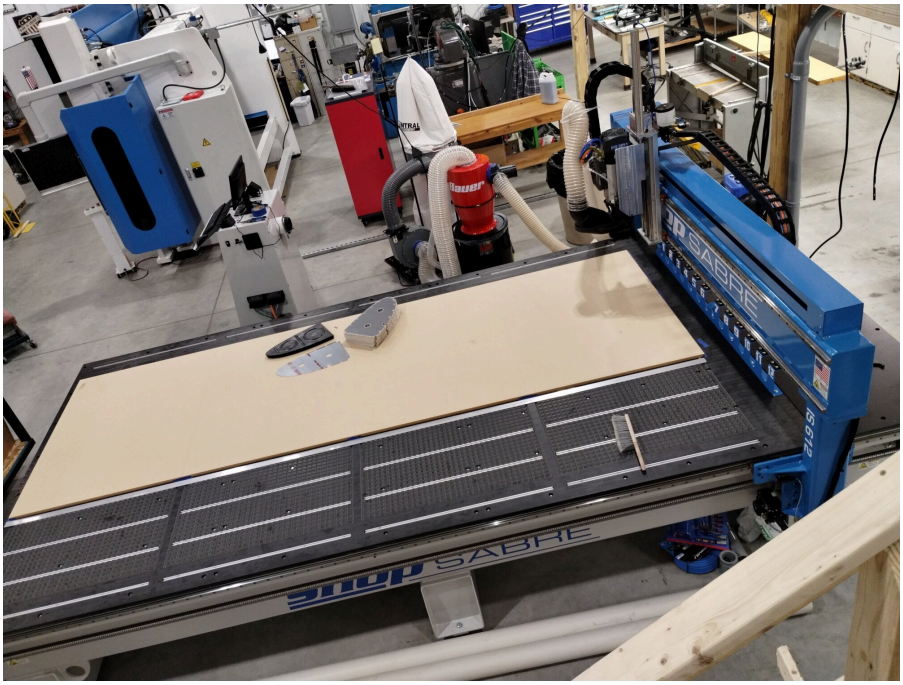
As of last Saturday, 10/18/25, Al Mullenbach reports:

- kit s/n 180 N292TR is FAA certified to start phase 1.

  More details:
- 1246lbs empty weight, including the 12qts of oil.
- Engine Lycoming IO-540-C4B5
- Whirlwind 330 3 blade prop
- MK3 tail, 1" longerons, heavier extended deck plate
- EarthX battery in forward RV4 location.
- Still can't exceed Forward CG limit. 62lbs on the tail.
- Other than price gotta love Titanium.
- No pireps yet. Still putting it all back together and finalizing every detail on the rain days between farming. The pilot still needs more transition training in something with fixed wings.

Note: I didn't have a current photo, so I included the Heineken pic because it seemed appropriate! - Vince

Shop News



Scott spent several days tramming and measuring tolerances and repeatability on the new CNC router. As of Friday night, it's spitting out some sweet looking parts. Check out that tall stack of rib blanks ready for pressing. Yay.

It's taken far too long to get to this point, but I think we're seeing the light at the end of the tunnel now.

Previous Newsletters

Previous newsletters can be found HERE.

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