Team Rocket
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Team Rocket Newsletter 2-5-2026

Need a Rocket Instructor? (Updated)

After the last newsletter, I received very welcome info from several instructors who offer Rocket training. They are listed below.

I have placed a Word document in our Dropbox info cache. Look for *Dropbox\Team Rocket photo and info cache\z -PDFs and other text information.* The specific file is **possible Rocket flight instructors - Jan 2026.docx** I will keep this file updated for future reference.

If you don't already have it, here is a URL link to a Dropbox folder.

https://www.dropbox.com/sh/58yedmg0yhereke/AABIId5ts4S5YWnRwFT34vDua?dl=0

Kindly do not post or share this link. I simply don't want the traffic from non-F1 builders. You would not believe the questions that I get.

Rocket instructors:

- **Jim Irwin**
  Redding, CA
  707-349-1038 call or text

- **Nick Scholtes**
  815-671-2512 call or text
  Morris, Illinois
  nick@scholtes1.com
  https://mosttoyswinz.weebly.com/

- **Nick Wills**

  +61 417261887 (Australia)

  novemberbravowhiskey@gmail.com

- **Frank Krause**
  Sarasota, Florida

  1 941 400 0781
  F1RocketEvo@icloud.com

DCD791
DEWALT 20V MAX XR LITHIUM ION

One Hole, Many Bits

By **Paul Dye**

How many bits does it take to drill one hole? Well, if it's an important hole, it takes as many as it takes—and that can be quite a few! Let's start from the end, and work backward ….

This is the rear spar attach bolt on our F1 Rocket project—but it is the same kind of attachment you'll find on most RVs, at least the short-wing RVs. This has to be drilled "in assembly" once you have set the wing's incidence and sweep. The bolt (in this case) is AN5, or nominally 5/16 inch. That means that you need an edge distance of 5/8 inch to make sure that under ultimate load, you don't pull it out.

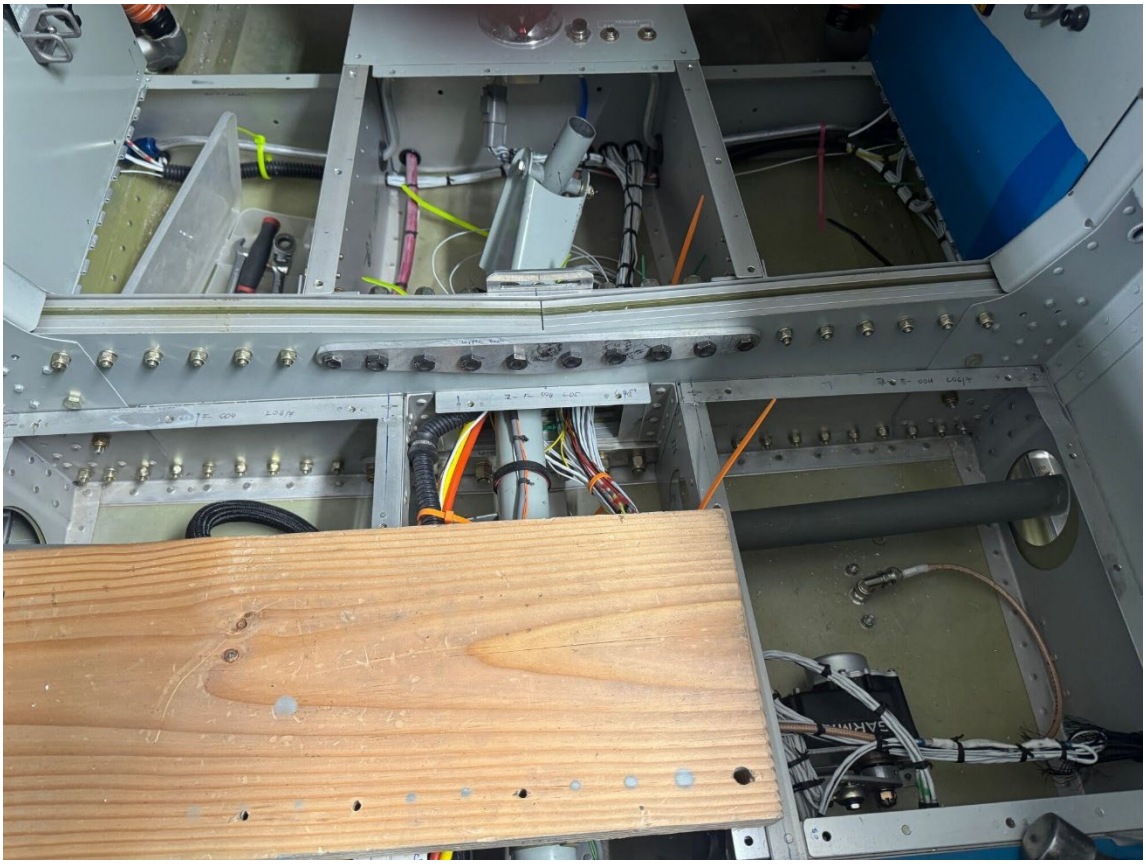
The box drawn in blue ink shows where the center of the hole must fall—and there's not a lot of margin. You can see in this "finished" (not yet safetied) photo that the center of the hole is as far outboard as allowed (to give clearance from the fuselage for the drill motor, and right in the middle of the top and bottom lines).

There is the hole—a nice, smooth, and square (to the surface) hole, reamed with a 5/16-inch reamer to give a nice close fit for the bolt. But we didn't start out with a 5/16-inch bit—that wouldn't have been prudent—the hole would have ended up triangular, and probably not square or in the right spot. We worked our way up from a tiny pilot hole.

And this is what it takes to do the job—along with time and patience! No rushing allowed—we spent a day checking incidence and sweep several times, then walking away. Then we let it sit overnight, while our mind went over the process, measured once more, clamped the pieces together, then began drilling—first with a #40, then a #30, then a #20, #10, 1/4 inch … and then through the lettered drill set until we were just shy of 5/16 inch (that was an "N" bit). Then we chucked up the reamer and finished the hole. You'll also see our steel drill block that we used for the initial holes to make sure we're drilling "square" to the workpiece.

This is an important hole, and you only have one shot at it—so take your time and get it right!

Used with permission from Avbrief



Paul Dye installed the wings on his F1 Rocket... permanently!

With 54 of 58 bolts installed (the last four end up behind the side consoles, and after a full day crouching in the cockpit, I was happy to leave them for tomorrow....), the wings are on the Rocket for good - forever! Only old-timers (those who have built -3's, -4's, -6's, or Rockets will really understand that if the wings ever have to come off, I'd be happy for the insurance company to own the airplane. *(Oh come on! It's not THAT bad! - Vince)*

What you have after installing all 16 close-tolerance AN6 bolts, four close-tolerance AN4's, scads of regular AN3's and a handful of random regular AN4's - along with the massive steel splice plates - is a single piece spar from tip to tip, with the fuselage bolted on to it. We had a couple of neighbor pilots help Louise and I put the wings back on two days ago with pins (we'd taken them off to install the nutplates for the belly-skin overlap and finish installing the forward tank attach fittings), and I figured that once we had a few pins in, I could install the final bolts at my leisure. Like I said - it took all day!

No Dry Ice was needed - we had previously reamed the spars and splice plates in assembly, so the close tolerance bolts fit in with a coating of spray-on Graphite and light tapping with a small hammer. It was an amazingly good fit for a twenty-five year old kit actually!

Pay no attention to all those unbundled wires - they were left that way to be bundled and secured once the wing installation was finished. And yes - some bolts face forward! That's to allow easier removal and installation of the pilot's floor for maintenance and inspection. "Bolt Heads Up and Forward" is a guideline, not a hard and fast rule if you have other considerations. Having the big bolt heads aft in this case gives better clearance for the floorboards.

After those four troublesome bolts and some wiring cleanup, its on to wheel/axle alignment (after a trip to Home Depot for 400 lbs of ballast....)! - Paul Dye

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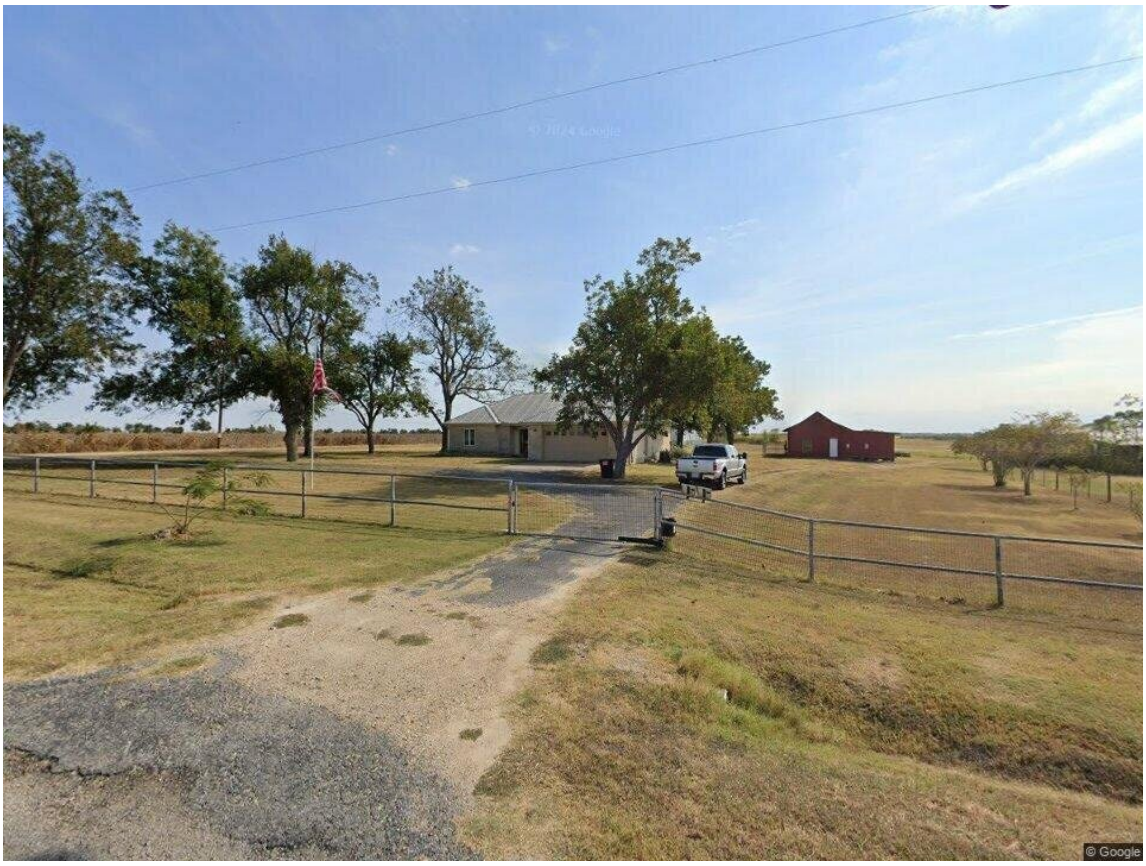
Texas home, hangar, and airport for sale



Mark and Cheryl Frederick's airport home and hangar.
1005 E Buttercup Rd, Taylor, TX 76574

- 43 acres
- 1548 sq ft ranch home
- 3350 sq ft hangar
- other out buildings (see map photos at links below)
- 41XS airport identifier https://www.airnav.com/airport/41XS

Williamson county property record: https://search.wcad.org/Property-Detail/PropertyQuickRefID=R354158&PartyQuickRefID=O0339005

Zillow view: (note that the Zillow estimated value is not the asking price)
https://www.zillow.com/homedetails/1005-E-Buttercup-Rd-Taylor-TX-76574/29601523_zpid/

Google Maps view:
https://www.google.com/maps/place/1005+E+Buttercup+Rd,+Taylor,+TX+76574/@30.5384272,-97.4187669,276m/data=!3m1!1e3!4m6!3m5!1s0x8644e798e5b2e925:0x26c24c2dffff6832!8m2!3d30.5391056!4d-97.4186985!16s%2Fg%2F11jzy9t05c?entry=ttu&g_ep=EgoyMDI2MDIwMS4wIKXMDSoASAFQAw%3D%3D

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

HR2 items for sale

My father bought a kit from John a number of years back. Unfortunately, he has fallen ill and will be unable to complete his build. I have the following parts available. I'm hoping to sell the entire lot and give some up and coming Rocket builder a hell of a deal on the whole lot. I believe the parts are almost $21,000 in total new. All of the parts are unused and still sealed/packaged for use. Parts are located in Sacramento.

- EDS -2IP Built In Pulse Demand Oxygen System
- Cleveland 199-15200 Aircraft Wheel And Brake
- Grizzly 3 in 1 sheet metal tool
- Whelen Model Strobe Kit
- Andair Duplex Fuel Selector Model #2 FS25-20-D2-6F
- Andair Positive Stop Fuel Valve- Fuel Selector Model #7 FS20X7-T
- Tail Mate Aircraft Hoist
- Military Stick Grip Infinity Aerospace - Aircraft Spruce Left & Right
- Carbon Monoxide Detector
- Safety Trim Controller
- Check Corporation - (2) Seat Heaters
- Flap Controller
- Transfill Adapter - TA 380-S
- The Claw - Aircraft Tie Down System
- Plastic Epoxy
- Screw Down Kit - Tie Down
- Copper fuel/air line

Photos of some of the items can be viewed here.

Contact:
Michael Cann
916-805-1610
michael.cann@gmail.com

HR2 wings and RV-4 tail for sale

From Rocket guru David H., friend of the owner, out in Southern California:

HR2 wings and RV-4 tail. Good to excellent quality work. The wings could easily be used on an F1 Rocket or F4 Raider, with minor modifications.

Ignore the hangar dust. The parts are in good shape. Dust happens!

Family's asking price is $10K/OBO. RV-4 builder's manual + drawings for HRII & RV-4. Good assortment of tools - everything goes to the buyer.

Contact Mark Greenall - son of deceased who is handling the sale.
phone **559-280-6139**

A complete set of photos can be viewed here:

https://share.icloud.com/photos/090CyMxqDX67fRYLydIOpR0gg

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.
- Panel work by 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.
- Mk3 tail

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.

$150K OBO.

Needs a new home by April 2026!

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

Previous Newsletters

Previous newsletters can be found HERE.

NOTE: *All items listed for sale are at the buyer's risk and discretion. Frazier Aviation Products is not involved in these sales and takes no responsibility for them.*

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