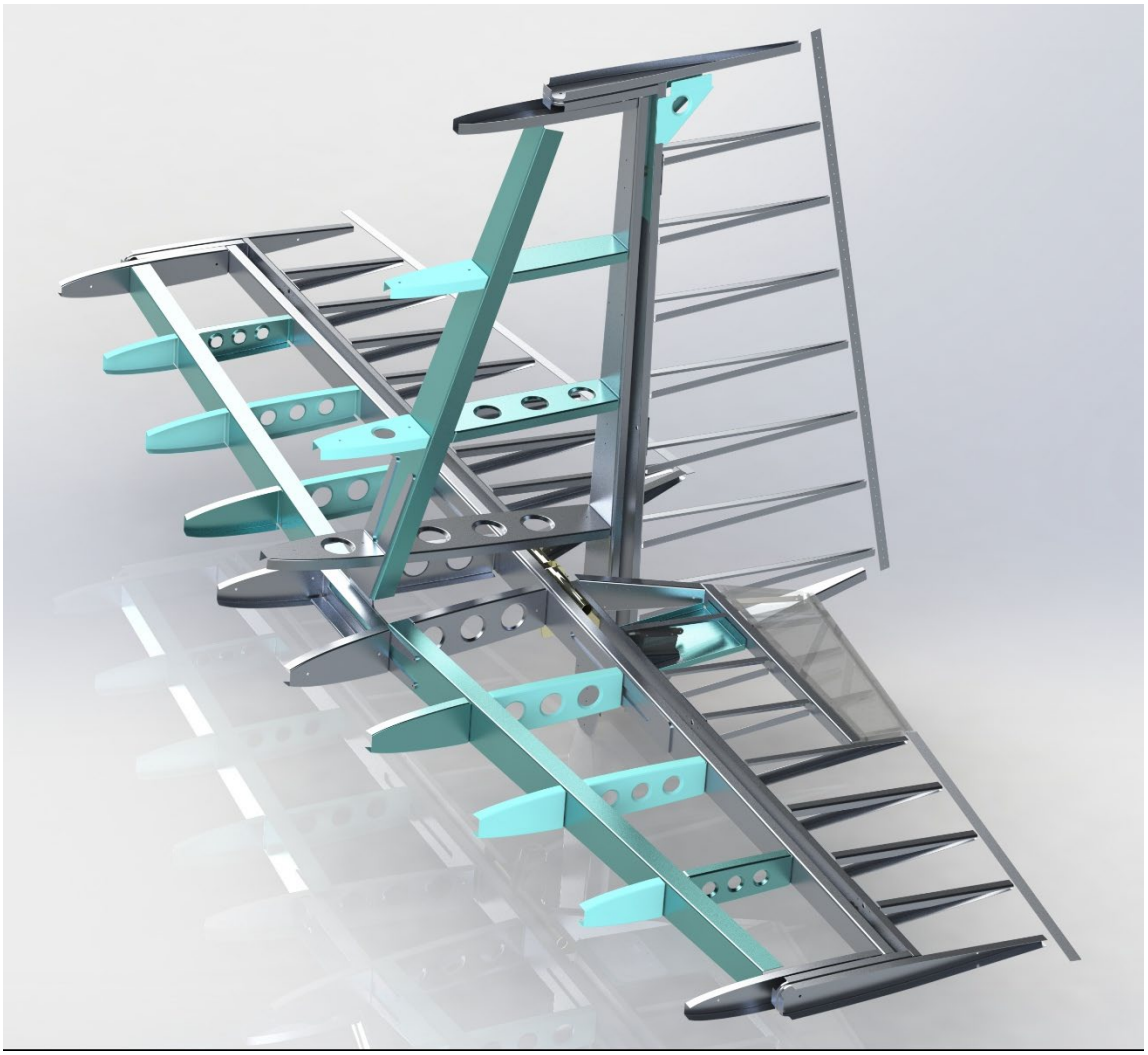
Team Rocket Newsletter 7-6-2026



Mk3 empennage kit update

Having finished most of the updates to our tail kit parts production, we're going to accept orders for the Mk3 tail kits for Fall/Winter delivery. Prices are being held at the previous price point for paid orders placed at Airventure. The price of $4070 includes the complete empennage kit and the optional Ray Allen servo. This price is hundreds less than our closest competitor price. Don't delay.

Rocket and Raider parking at Oshkosh '26

Airventure 2026 is fast approaching! Just a reminder 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.

Editor's note: The article below reports on Paul Dye's F1 Rocket project.

Teaser: *Visit the Team Rocket display at Airventure 2026. You just might see Paul's finished aircraft in person.*

THE LIST

When you feel like you're reaching the end of an airplane building project, as we are with the F1 that we've been building for a little over two years, it is time to start "The List." You have probably gone through most of the pages in your build manual, and because most build manuals don't have every single detail—because builders like to customize their airplanes—you probably have some things that you are still working on that might not appear in the manual. You've also probably got a mental list of things that you know you still have to do, things like a final brake bleeding, fixing that funny seam between the cowl and firewall, and oh yeah—that stripped screw that's keeping you from finalizing your baggage compartment bulkhead installation. These are all things that go on "The List."

The thing about the list is that you start off by writing down all of the open work that you think you have between now and final inspection. Then you start working off that list—but while doing that, you run into other things that you realize need to be added. So, while you cross one thing off, you add two more—and the list grows. You keep working like this, and eventually you reach the point where you are crossing off more things than you are adding—that is progress! At some point, you figure out that

everything on the list is marked “complete,” and you can’t think of anything more to add. This is when you invite some experienced builder friends over to add a few more things to your list—and the cycle continues.

I like to keep my list on a spreadsheet that I print out and tape to the fuselage where I can see it. I have a column for “things to do” and then I categorize them by when they have to be done. The F1 Rocket is going to be painted before inspection, so I have one column for “Before Paint,” another for “Before Inspection,” a third for “Before Flight” — and then a final column labeled “Whenever.”

The “Before Paint” items are finishing things that have to be ready when the painter arrives—things like filling fiberglass pinholes, cleaning up seams, and making sure everything fits. Remember—paint colors, it doesn’t fill! Things will come off for painting—things like control surfaces. So the “Before Inspection” column includes things like “final install ailerons.” I leave things like riveting down cockpit floors until after inspection. And of course, we have to weigh the airplane after paint and before inspection! Once the inspection is complete, we then work our way down the “Before Flight” column—those floors for instance. Floors are often structural in a monocoque

fuselage. Final “Before Flight” items are updating databases and software, making sure that instruments are calibrated, and the engine has been checked over thoroughly—one last time. “Whenever” items are important to write down—but they are things you can do at any time. Upholstery? Do it now, do it later—it makes no difference as long as you have a place to sit. Armrest pads? Yeah … that can wait. Frankly, paint can wait (and usually does on my airplanes) unless you have a painter coming on a particular date!

I usually update my list with a pencil in the shop, and every couple of days I update it in the computer and print it back out—keeps the scribbling neat. Watching your list is rewarding and exciting—and it might just make you do those miserable tasks that you have been putting off. When they are staring at you from paper, they are hard to ignore.

Oh, when your list is all crossed out—congratulations! You get to have an inspection, fix any squawks from that, then get ready to fly—and that will generate an entirely new list. Lists are the one constant—and they are always with us!

Paul Dye
used with permission from AvBrief.com

Replying to this email... please start a new thread instead.

Please note: Do not hit "reply" to this newsletter.

I appreciate the emails, but replies to a newsletter add a copy of EVERYTHING ABOVE and every reply adds it to the same email. It gets to be very cumbersome, very quickly.

To send a reply, start a new email (without the above info)
please. vince@f1aircraft.com
Thanks,
Vince

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.*

You received this email because you subscribed to our list. You can unsubscribe at any time.

7237 S State Road 75
Cutler, Indiana 46920
USA

Sent with EmailOctopus