

T-18 NEWSLETTER

Newsletter # 87



Parker Miller of Friendswood, Texas beautiful T-18

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NOTICE: (STANDARD DISCLAIMER) As always, in the past, present, and future newsletters, we would like to make you aware that this newsletter is only presented as a clearing house for ideas and opinions, or personal experiences and that anyone using these ideas, opinions, or experiences, do so at their own discretion and risk. Therefore, no responsibility or liability is expressed or implied and is without recourse against anyone.



Oshkosh 93 Events

Friday July 30, 1993

11:30 At the EAA Nature Center

Join us to welcome Kay Thorp and John's sister Mrs Marcella Thorp Emerick. We will have a short memorial service in John's honor at noon.

12:30 Cookout lunch at the Nature Center
Bob Highley and other volunteers will cook Bruats. We will plan on at least 100 people so be sure and join us for this.

Afternoon: I don't have a time for the fly-by but we hope to have Kay Thorp at the flight-line stand with Lee Skillman to MC the event.

6:00 Butch's Anchor Inn, for our annual T-18 banquet, with Mrs Thorp and Mrs Emerick as our special guests.

Saturday, Aug 1 at 10:00 am T-18 Forum

Tuesday, Aug 3 at 6:00 pm in the Oshkosh City South Park Shelter #2 Evening Get Together. City bus route gets you there.

Editors Note: I'm including the following article for those of you that don't get Sport Aviation..

The Thorp T-18's introduction happened thirty years ago at the 1963 Rockford EAA Convention. It made a low, quiet approach in the back of a car, rolled up in a box. That rolled up aluminum was used in a "metal workshop" to build and assemble a T-18 fuselage in just three and one half days. This year at Oshkosh "93", in memory of John Thorp (1912 - 1992) and in appreciation for his contribution to the homebuilt movement, T-18 builders, pilots and admirers will gather for a Thorp T-18,

30th anniversary celebration.

"The New Antique"

When John Thorp's article telling about his dream of a simple to build all metal sport plane appeared in the February 1962 Edition of Sport Aviation it was surrounded by articles and pictures of tube and fabric airplanes. Metal airplanes certainly were not new, but the idea of a simple to build design was. John's words were: "No one airplane can excel in everything and the T-18 is no exception. By many standards it is a new antique". He spoke of low cost, light weight and a design that would utilize the readily available 125hp, O-290G Lycoming "ground power unit" as an engine. The airplane was pictured with an open cockpit and a partial cowling that left the cylinders out in the breeze. His statement that the design could be coaxed up to as much as 200 mph raised some eyebrows but later as canopies, pressure cowlings and fairings were added, it turned out to be a fact.

Starting in May of that same year John's series of 14 articles on building the T-18 were published in Sport Aviation. They described a simple design and building process that allowed the fuselage to be laid out, fabricated and assembled without any jigs or fixtures, by using matched hole tooling. This method of tooling and assembly was used very successfully on another Thorp designed airplane, the Fletcher FU-24. Over 100 of these were assembled in New Zealand using nothing more than saw horses and clecos as the assembly tools. With matched hole tooling one side skin is laid out and drilled and then used as a pattern to make the second one. Holes are located in the second skin by using a transfer punch to mark and punch them for drilling. The airframe bulkheads are built using a half template that is flopped about a center line, during layout, this will assure perfect symmetry. After fabrication the fuselage is simply clecoed together, for riveting, without a jig.

John's original plan was to sell T-18 parts with the holes marked and ready to drill for assembly. This didn't happen and all the early T-18's were "scratch

built” from the ground up. A lot of them from John’s own templates that he furnished without charge to anyone that came by his shop in Lockeford, California. Scratch building the T-18 came easy, primarily because of the professional set of aircraft drawings that John provided. The drawings were done in the decimal system and used standard aircraft dimensioning methods of stations, butt and water lines as references. The drawings were complete and very accurate. Years later only a handful of small errors have been found in over 200 separate drawings.

The sale of T-18 plans was brisk. Many T-18's were under construction and John’s phone was ringing off the hook with builders asking questions. John was a very patient person and spent hours answering the same questions again and again. And occasionally he had to handle a know-it-all wanting to change the design with some wild innovation. John always gave the same answer “stick to the plans”. John didn’t know it, but a lot of help was on the way. Dick Cavin and Lou Sunderland, both T-18 builders had started “The T-18 Mutual Aid Society” and would spend the next quarter century putting out a builders’ newsletter and both personally serving as focal points for the T-18 building efforts. Most builders camped at their mailboxes, awaiting the next newsletter. In it came encouragement, education on metal working, and details of how someone else had solved a tough building problem. John Thorp often used it as a forum to answer builder questions. Without the aid of computer data bases and mailing lists the Cavins and Sunderlands spent hours addressing newsletters by hand to more than 1500 members. The hours of work on the newsletter had to take away from their building time but it sure shortened it for everyone else. Never-the-less, both Dick and Lou finished and flew their own T-18s.

Bill Warwick of Lancaster, California was building the first T-18, and looking over John Thorp’s shoulder as the plans were being completed. The first flight came on May 12, 1964. Bill had installed a 180 hp Lycoming with a constant speed prop, and his T-18 was quite a tiger in the performance area.

In fact, he couldn’t open the plane up at sea level since it would quickly exceed the initial structural red-line of 180 mph. This speed was later raised to 210 mph after John Thorp flew an extensive flutter test program that resulted in two small changes to the horizontal tail assembly. As word spread of Warwick’s T-18’s Tiger performance the “Thorp Tiger” nickname stuck and light bills went up all over the country as builders started really burning the midnight oil to finish their own T-18s. John was afraid that pilots would think that the “Tiger” came from being hard to handle, so he never liked the nickname for his T-18 design.

Each issue of the T-18 Newsletter brought the announcement of more first flights. By 1975 more than 140 T-18s had flown and Lou Sunderland had come up with the idea for a folding wing T-18 design. With builder interest high Lou and John Thorp worked together on a wing design that could be moved by one person from flight position to a trailing position in just a few minutes. The first offering of the design was as a supplement to the standard T-18 plans set, but later Lou redesigned the T-18 fuselage to allow 2 more inches of cockpit width. This wide body fuselage was also 5 inches longer than the conventional fuselage. It was designated the S-18. The plans were redrawn and offered as the widebody, folding wing T-18.

The aviation community soon realized the tremendous capability and potential of the T-18 as a cross-country airplane and two builder/pilots put it in the record books to prove it. The first to set records was an Australian builder, Clive Canning who flew his T-18 around the continent of Australia. Then on June 12, 1976 departed Melbourne, bound for Great Britain a round trip that took him over 28,800 nm. A look at a world map shows that his route took him over some wild country. Clive and his T-18, VH-CMC can claim a first for “Combat in a T-18 in the Gulf”. One leg of his journey took him over Syria where jets were scrambled to intercept him. Clive was attempting radio communication to no avail. The jets pulled away and the reason became apparent, their wing leader was attempting to shoot the T-18 out of the sky. Clive’s

own words in his great adventure book Charlie Mike Charlie describes it best: "Dear God! It cannot be happening. The noise and shock waves as the cannon shells passed around the little bird were almost beyond description". Clive's escape from the four Syrian Mig's is truly a tribute to the maneuverability of the Thorp T-18.

Anyone wanting to read about Clive's great adventure can obtain the book from Sport Aircraft Inc. Clive was awarded The Royal Federation of Aero Clubs Oswald Watt Medal and Roderick Turner Trophy. His famous T-18 VH-CMC now has a permanent home in an Australian museum.

The second T-18 builder and pilot to set world records was Don P. Taylor of Helmet, California. When Don first approached John Thorp in 1966 with his plan to build and then fly a T-18 around the world, John wasn't sure that he wanted to sell him the plans. John felt that Don might hurt himself. However, after several discussions Don obtained the plans and built N455DT, completing and flying it in 1971. Don's first attempt to fly around the world came in 1973. Like Amelia Earhart's first attempt to fly around the world, it too ended on an island in the Pacific Ocean. Don made it to Japan, just 4000 miles short of his goal, where he had to quit because of bad weather. Disappointed, he disassembled his T-18 and shipped it home in a box. His second and successful attempt came in 1976. Starting August 1, from Oshkosh he flew his T-18 "Victoria 76" 26,200 miles in 61 days to circle the world. The story of his phenomenal journey can be found in the 1977 Spring issues of Sport Aviation. Don still wasn't ready to resort to Sunday afternoon flying, so for an encore he flew non-stop from the West Coast to the Bahamas in 1980 and later in 1980 back to Hawaii and then on to Australia, New Zealand and returned to the U.S. Then finally, in one great crescendo, he flew the T-18 north around both the true and magnetic north poles. Don and his T-18 set more than 25 records, many of which still stand today. His famous T-18 N455DT is part of a beautiful display in the EAA Museum in Oshkosh commemorating Don Taylor's great flight around the world. Don Taylor explains

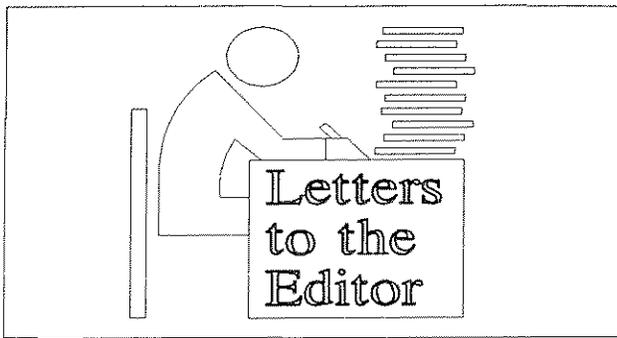
best why he did it "For all EAAers! (All of us)". Don says that much of the credit should go to John Thorp for "such a sturdy, magnificent aircraft."

Today after 30 years, the T-18 is alive and well. Thorp T-18 builders and their airplanes have been awarded the prestigious Wright Bros Award for twelve of the thirteen years that it has been awarded. More than 600 have been built and flown. Building and flying a T-18 starts a lifetime love affair. Proof is readily available, since there are T-18 builder-pilots in their 80's who continue to fly their great machines. T-18 builders who sell their airplane often end up building another one, when nothing else comes close in performance.

This year, T-18's will gather at Oshkosh and at regional fly-ins to celebrate the 30th anniversary. Each of the regional events offers those that are interested in the T-18 an opportunity to examine and ride in this fine aircraft. Look for fly-in dates in Sport Aviation and join us for a weekend of nothing but pure flying pleasure the T-18 way. Anyone wanting to build a T-18/S-18 should contact Sport Aircraft, 44211 Yucca, Unit A, Lancaster, CA phone (805) 949-2312 for drawings and parts. Other T-18 parts are available from Ken Brock Manufacturing, 11852 Western Ave. Stanton, CA phone (714) 898-4366. To learn about the building skills and methods used in the construction of a T-18, contact me to join the T-18 Mutual Aid Society and to obtain the 85 back issues of the newsletters. Look for us on the flight line at Oshkosh 93, and learn more of the Thorp T-18 story.

This year instead of rolling in quietly to Oshkosh 93, T-18s will add their familiar "Tiger's Roar" to the festivities during this, the 30th anniversary of the T-18, and the 40th anniversary of the EAA.

T-18 Mutual Aid Society
Newsletter Editor
Richard Snelson
RR 3, Box 295
Clinton, IL 61727
Phone (217) 935-4215



Dear Richard:

It was a pleasure talking with you on Friday, January 29. To give you a little background on my project, I started it in 1978 (Plans #1258) at the age of 23. In the past 15 years I have completed the empennage, wings, and almost all the sheet metal work on the fuselage. I have a standard wing and fuselage with a 160 HP engine. Some of the changes I have made include a removable floor below the gas tank, opened up deck for baggage access, electric trim, and various other improvements extracted from the newsletters. The newsletters have been a big help and I would like to thank you for devoting the time to continue them. David Neustel 1045 Sunfish Dr. Manteca, CA 95336 Phone # (209) 823-0625



March 20, 1993

Great job on the news letter. Certainly hope the 30th anniversary celebration is well attended and John Thorp gets the kind of tribute he deserves for the T-18. I'd love to attend but it looks like that won't be possible as I'm leaving in mid April for F-16 transition (Will be in Tampa and may make Sun N Fun) and will be tied up with that until about the middle of the Oshkosh show. Had hoped to be finished sooner and may be able to get back early but that's not looking good as of now.

Talked to Jim Paine a few weeks ago and he said you folks were able to meet for dinner and had an enjoyable visit. Sounds like

you're making good use of the new T-18 and finally reaping the reward for all your hard work. The plane certainly looks nice and I'm sure you'll have many years pleasure in return for all your efforts.

Thanks again for all your hard work on the newsletter. I really enjoy them and look forward to each one. Dan Wolfe, Fairborn, OH



Dear Richard,

I sold my T-18 N808P to Lyle Brooks in southern California. I have been so busy restoring a C-195 that I just wasn't flying enough to stay current.

Lyle has had several T-18s over the years and will fly the plane frequently as it deserves. I will not be renewing my membership in the T-18 Mutual Aid Society.

Congratulations on the completion of your plane. I'm sure you will be as pleased with it as I was with mine. Sincerely, Edwin Poe



Dear Rich,

Enclosed are my 1993 dues and a little extra for the Kay Thorp Fund. I hope to bring my T-18 to OSH this year for the celebration.

I recently had a problem with my airplane which might be of interest to builders who have not yet installed their fuel tanks. While flying the airplane, I started smelling fuel vapor in the cockpit. The strength of the odor varied with the speed of the airplane. It was minimal at high constant speed, but became very strong as the airplane was slowed down. This made me suspect the vent line, so guess what? Out with the instrument panel and fuel tank. The builder opted to use clear vinyl tubing for the-vent, and it had split at a point where he decided to cross

over into the channel (or 2 angles) that run down the center of the firewall. The tube had flattened at this point, and eventually split when it became rotten (after 14 years). I replaced this tube with 3/8 ID Automotive fuel hose, and ran the line down the firewall to the right of this channel (in line with the vent fitting on the tank) to a point below the tank, and then angled over to the center to connect with the vent fitting on the cockpit floor.

This sounds like a pretty trivial problem, but it sure caused me a lot of work. However, it did afford me the opportunity to inspect the back side of the fuel tank, which I had never done.

Another problem I have is excessive clearance in the right hand side folding wing pins. These have been loose ever since I have owned the airplane, but have now worn to a collective .008 clearance. I have ordered a special piloted reamer to oversize the holes to .567, and am having new pins made to fit.

Aside from these problems, my T-18 has provided virtually trouble free operation for 600 hours, and I am looking forward to many more hours of fun, flying.

Keep up the good, work, Rich. I really enjoy the newsletter and find it to be very informative and educational.

Sincerely, Doug Frantz 1019 S. Meadow Lane Mustang, Ok 73064

Dear Richard, T-18, N166BC flew on Jan 10, 1993. Dave Simpkins started this one in Feb of 1964! It flew just beautifully.

I performed high speed taxi testing on Jan 1, 1993. No major problems were encountered on the first flight. The chase plane was able to get video of Greg Halversons N922GH and N166BC in formation. The first landing was my "perfect" landing.

Words just cannot describe the fantastic feeling of a first flight. N166BC is powered by a Lyc 0-0-290G. Due to my prop being improperly

pitched 2,300 RPM is the maximum at full throttle. Even so I was indicating 120 mph, which matched two other aircraft. After 3.5 hours I pulled the prop off for repitching. The prop will be back this week so I can continue the flight test program.

I recommend purchasing "Flight Testing Home-built Aircraft" by Vaughan Askue for your flight test program. Available from Historic Aviation A well planned test flight program is the only "safety first" course of action. I will be getting out a full report as I develop the flight data.

The work on the details is just beginning. Gear leg fairings, wheel pants and paint just to name a few. The empty weight was 898 lbs. The empty CG was near the front limit, so no aft CG problems (I hope, flight test will tell). Brad Chapman 17505 NE Terrys Ln. Newberg OR. 97132 Phone (503) 538-7316

For Sale/or Wanted Items

Wanted T-18 (S-18CW) aircraft may be finished & flying or somewhat finished. Must be well constructed. The paint, upholstery, instruments or radios do not matter. Can be with or without an engine. This will be a youth project! We will provide a tax receipt for the donation plus some cash. We will also provide a total release of liability. Call Hal Stephens (408) 723-0244 eve.

For Sale: March 13th, about midnight a tornado passed across the Ocala, Florida airport, destroying many aircrafts and several hangers. My T-18 was one of the badly damaged. I have disassembled the airplane and the parts that are not damaged I would like to sell.

I would appreciate it very much if you would list these parts in your newsletter.

The part numbers are from Sport Aircraft, Inc.

PARTS AND COMPONENTS LIST:

495 push and pull assembly elevator
515 main landing gear
514 fuel tank- fiber glass

551 walking beam-- aileron and elevator control
T-18 canopy frame

502-3 Horizontal tail assembly

532 center wing

Rudder pedal assembly and master brake cylinders
Approximate cost of these items \$2500.00 Will
sell them all for \$800.00 or separately. Sincerely,
Richard Madison 4222 NE. 18 Terrace Ocala,
Florida 34479 (904) 732-9535

FOR SALE: With all plans, logs, and newsletters
included. 1987 Thorp T-18-s #1191, Reg. C-
GCWS, wide body, folding wings, New Sunderland
air foil, flush riveted, 2" longer main gear, wheel
pants with brake fairings, all airframe components
deburred, etched, and zinc chromated, Before final
assembly by air force airframe engineer. No
damage history. TT airframe 291 hours. Full
panel, vacuum Dir and Hor gyros, electric T and B,
true airspeed kts., 3,000' V.S.I., "G" meter, tack,
sensitive alt., manifold pressure, 8 engine instru-
ments, plus fuel gauge and outside air temp, vernier
throttle, dual controls, cockpit insulated for cold
and noise, 1 panel mounted Terra TX720 Com, 1
Tunnel mounted on Velcro, 10 channel scanning
S.T.S 7600 Nav. Com. wired to system with radio
select switch on panel and push to talk switches in
top of joysticks, voice activated intercom, Apollo
G.P.S. with North America data card, and world
wide data base, tracer one E.L.T., antennas mounted
out of slipstream in composite wing tips, and under
canopy. Stereo and tape deck.

PROPELLER: Warnke almost constant speed
fixed pitch wood, 67x77, with leading edge protec-
tion and composite wrap on outer tips. Rain seems
to be no problem. T.T. 291 hours.

ENGINE: 1973 Lycoming O-320-E2G, modified
to D series, 160 h.p., at last major overhaul by
certified Aero-engine shop. 97 hours since over-
haul. 2,072 hours since new. Accessories include
S.W. oil cooler, custom crossover exhaust system
with flex joints, cabin heat muff, alternate air, 65
amp. alternator, vacuum pump, accessory cover
has pad for constant speed hydraulic pump.
New tires and brakes installed January 1992.
hangered at Sechelt B.C. Canada, 49 27 39 N. and

123 43 02 W. Asking 39,000 U.S. Ten minute
video available on request. Contact Craig Marshall
at Sea Breeze Ent. P.O. Box 2472, Sechelt BC.
VON 3AO. (604) 885-3554

For Sale: S-18 CW - Fuselage on gear, full set
of plans & newsletters. Wings, Flaps, Ailerons,
Tail all completed. Package includes windshield,
canope, rails/track, fuel tank and all additional
parts & pieces to virtually complete the machine.
\$ 9000. Optional IO-320 engine with 200 since
new, pacesetter 68x68 prop, spinner, logs
\$6,500. both airframe & engine \$15,500. Bud
Todd Byron, California (510) 634-1223

*Note from Hal Stephens: This is a very well built
airframe. Not only is it a fold wing but also the
wider longer version of the T-18. Other projects
can be purchased by one who can't afford the
time to build from scratch but in my opinion the
work done by the original builder is worth
warranting a serious look at this project.*

T-18 Project for SALE

T-18 Standard body Folding wing on
gear. Airframe 90 % complete. Fuselage and
wings flush riveted. All control surfaces done,
gas tank, removable floor. Seats and instrument
panel. Windshield and canopy fitted. dynafocal
mount for IO-320B1A engine. No fiberglass
parts except for lower cowling. No interior.

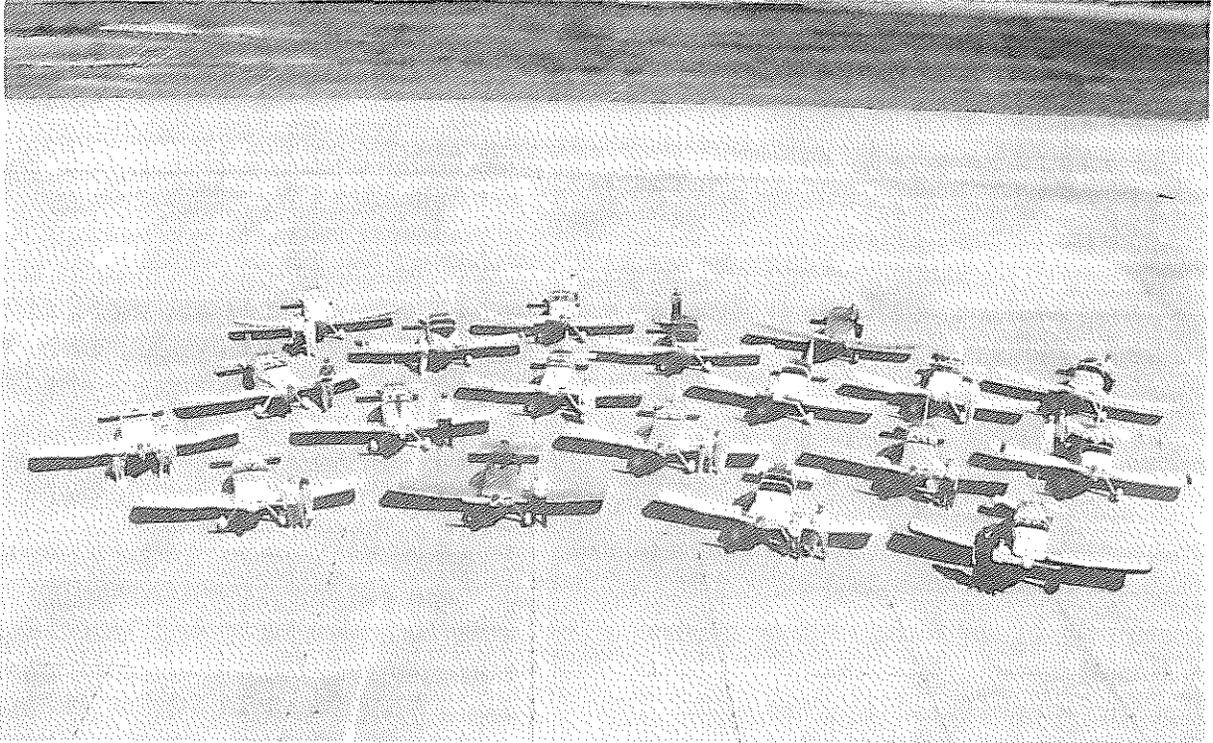
Price negotiable.

Ed. Bjornrud, (206) 868-2025
Box 246, Redmond, WA 98073-0246

*Editors Note: ED called and said he might
consider an Oshkosh delivery if he has someone
very interested at that time.*

FOR SALE: PAUL SHIFFLET'S T-18

Editor's Note: I traveled to Earlham, IA in May
to see Helen Shifflet and Paul's fine project. The
T-18 is a widebody, folding wing. All the
structure is complete except the outer wing
panels, ailerons and outer flaps. It has a Lyc 160
hp fuel injected engine that is run out and will
require an overhaul. It is equipped with a constant
speed prop. For more information call Helen at
(515) 758-2621



McAlester, OK May 14-16

by Richard Snelson

The comments that I'm receiving about the McAlester Get Together are ranging from "great event", "best ever" to "lets go there again". It's no wonder everyone had a good time, the weather for the first two days was near perfect! Runway 19 was blessed with only a 5 to 7 knot slight crosswind and as a result a lot of T-18 flying took place. Steve Hawley of Tucson, Arizona and Gary Holt of Tulsa gave a lot of young folks their flying introduction by taking half of the kids in town for an airplane ride.

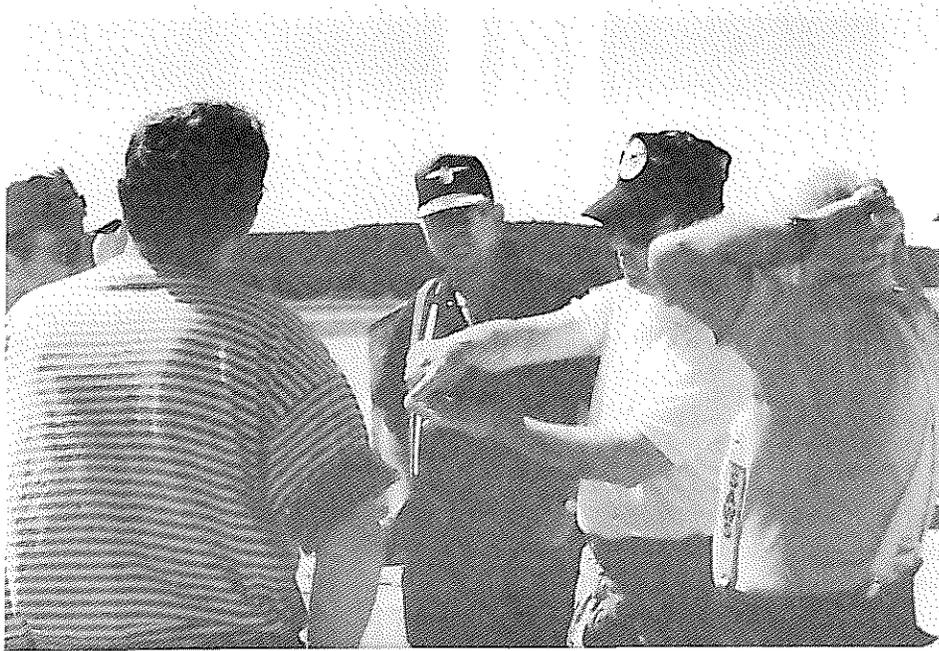
Gary Cotner of Collinsville, Oklahoma was quick to round up a flight group to practice formation flight for the Oshkosh T-18 Fly-By. Gary was joined in the air by Gary Green, Ed Ludtke, Max Booth and Dave Eby. Their flying included the missing man formation and will provide a good representation for John Thorp and the T-18 Mutual Aid Society at the Friday afternoon Oshkosh Fly-By.

My count of airplanes at McAlester were 22 T-18s, one Vari-Easy and one RV. Or should it be two RVs the second one had four wheels, and was way over

gross weight with gadgets. It was on the parking lot. It belongs to our friends Lee and Dixie Lutz, who drove all the way from Rolla, Missouri to watch T-18 and be with us for the weekend. Lee had a T-18 ride with Gary Green, his smile was ear to ear when they got back so he must have enjoyed it. Dixie said she would wait until next time to fly with Gary. Next time, Next time etc... The other RV, the one with wings had slipped in quietly, sporting a T18-6 sign for protection, it belong to Chuck and Barbara Clevas of Enid. We let them stay since Chuck promised to cook for us Saturday night.

We had two new T-18s on the field. Jim Perrine of Jacksonville, Ark had his yellow bird, N110JP there. It had first flown in 92. Congratulations Jim! Sure beats coming to fly-ins in the Navion doesn't it. An all white T-18, N25002 joined us from Neb, it belongs to Len Baker. Nice restoration job Len.

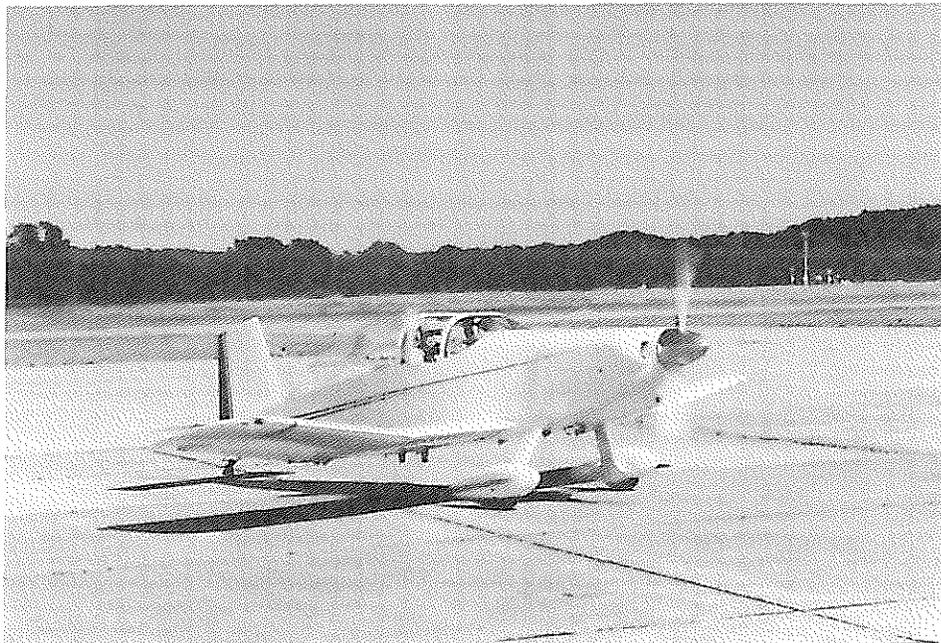
Texas was well represented at the event by T-18s and their crews, Parker Miller, Pat Stanley, Ken Morgan, Dave and Pat Eby, Bryant and Bonnie Rowland, Gary and Maxine Green, Bob and Helen



Gary Green conducting a post flight briefing for the Oshkosh Flight Team

Slagle, and Bud and Margaret Payne. A regular at T-18 events, Max Booth was there, said he flew through some of the heaviest rain he had ever been in to get there. Dick Amsted and his wife made it from Michigan, it was only part of the trip for them since they were on their way to California in their T-18. Ed and Jeannette Ludtke were there in their Wright Bros Award winning T-18. A group of

three T-18 flew in from Colorado. It included Dean Cochran, John and Vicki Evens and Walt and Beverly Giffin. Oklahoma T-18s included, Gary Holts, Gary Cotner, and Doug Frantz. Coty and Wilma Johnston from Snyder, OK, drove in, they are building and are well along on their T-18 project. Leroy and Mary Holt who live in McAlester, OK really did a great job putting together the



Gary Green's T-18 with his new yellow and green paint scheme



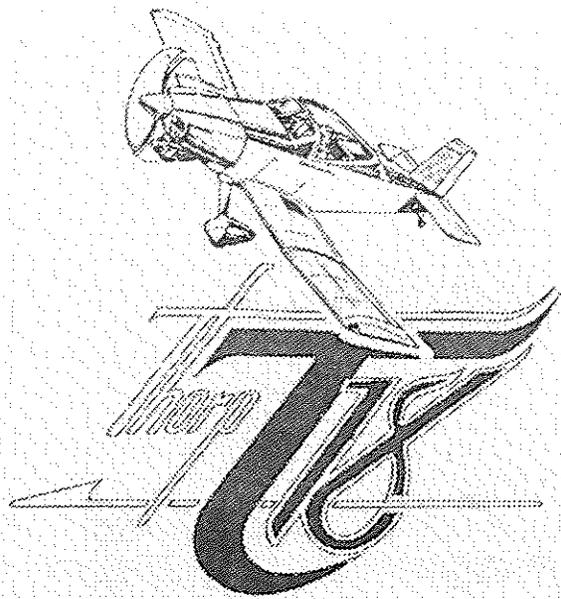
Look at that smile on Lee Lutz's face! rumor has it that Gary had him upside down and Lee didn't know it because he had his eyes closed.

arrangements for our Fly-in. A local merchant and grocer, Richard Young really went out of his way to help make the event a success. He set us up with scads of food, we had snacks and drinks all day Saturday plus a great evening cook out and the total cost per person was under \$5 dollars. Leroy Holt

sold his T-18 to his son Gary a while back and it's really sad to see Leroy walking around with his head down at our events. Cheer Up Leroy! Start Another one and you'll feel better when it's done. Thanks to all of you for the great Oklahoma hospitality and friendship. We'll be back!



The RV crowd will try anything to join our fly-in and get a ride in a great airplane.
T-18-6 ?? I kind of doubt that!



T-18 Gathering Pontiac Airport

by Al Bosonetto

MAY 22 & 23 1993

SATURDAY MORNING DAWNED WITH CLEAR BLUE SKIES, BUT LOOKING AT THE WEATHER MAP SHOWED MARGINAL WEATHER IN SEVERAL OF THE STATES SURROUNDING MICHIGAN. THE SUNDAY FORECAST WAS FOR RAIN AND HIGH WINDS. WE HAD SEVERAL CANCELLATIONS DUE TO THE POSSIBILITY OF GETTING STUCK UNTIL MONDAY.

WITH MY T-18 PARKED ON THE RAMP, DICK PENNMAN FROM ROMEO MI. WAS THE FIRST TO FLY IN. JIM AND JUDY PAINE WERE NEXT TO ARRIVE, COMING FROM DAYTON OH., FOLLOWED BY BERNARD THALMAN FROM WILMETTE IL. NICK SERAPHINOFF FLEW IN FROM DETROIT CITY AIRPORT. DR. MARK LAMOS' T-18 WAS TAXIED TO THE RAMP BY BOB DIAL. BILL OLIVER FROM PONTIAC WAS NEXT TO ARRIVE. RICHARD SNELSON FLEW IN FROM CLINTON IL., AND GARY COPELAND ARRIVED FROM ADRIAN MI. FRED GINDL HAD TROUBLE WITH THE FUEL INJECTOR ON HIS T-18, SO HE FLEW IN FROM MILTON, ONTARIO CANADA IN HIS NAVION. BILL BERTRAN ARRIVED IN HIS SKY HAWK WITH HIS T-18 IN FLORIDA.

BOB DIAL HAD A HANGER SALE WITH

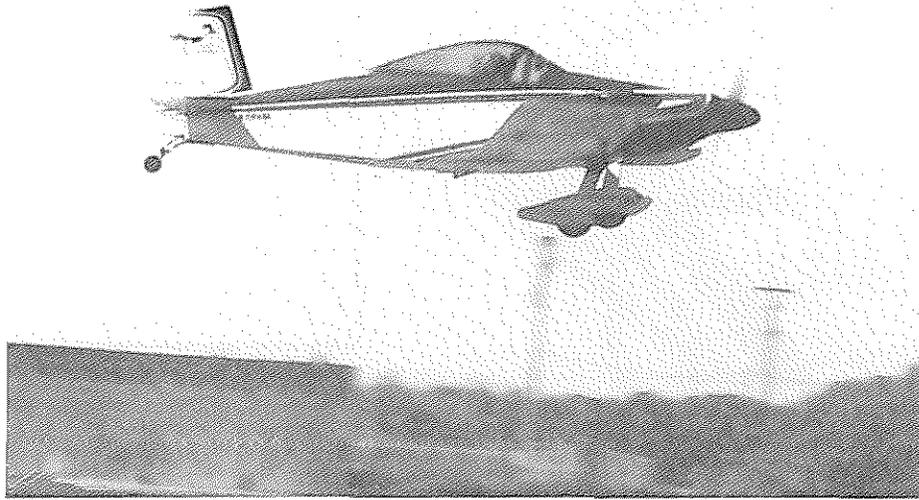
MANY T-18 PARTS, INCLUDING WING RIBS, AILERONS, FUSELAGE SKINS, INSTRUMENTS, RADIOS AND BOXES OF FITTINGS. THESE PARTS WERE SOLD AT A FRACTION OF THE ORIGINAL PRICE. TYPICALLY ONE OR TWO DOLLARS FOR A WHOLE SET OF RIBS.

THE T-18 GATHERING WAS SPONSORED BY EAA CHAPTER 113 AND SEVERAL OF THE MEMBERS ARRIVED WITH THEIR AIRCRAFT. THESE INCLUDED A RV-4, MUSTANG II, STAR-LITE, VOLMER SPORTSMAN, PITTS SIC, GLASAIR II, SKY BOLT, STINSON VOYAGER AND A CHINESE YAK.

BECAUSE OF THE DETERIORATING WEATHER, SEVERAL OF THE GROUP DECIDED TO DEPART FOR HOME SATURDAY AFTERNOON.

AS PREDICTED THE WEATHER ON SUNDAY WAS A TOTAL WASH OUT, WITH RAIN, LOW CEILINGS AND VISIBILITY LESS THAN 3 MILES. SEVERAL OF THE GROUP HAD BRUNCH AT THE AIRPORT RESTAURANT, AND AROUND 3 PM DECIDED TO CALL IT A DAY.

NEXT YEAR WE WILL MOVE TO AN UNCONTROLLED AIRPORT TO ALLOW FOR MORE FLYING.



Rick Manley N79RM -alais Road Runner

1st Annual Oceano T-18 Fly-in

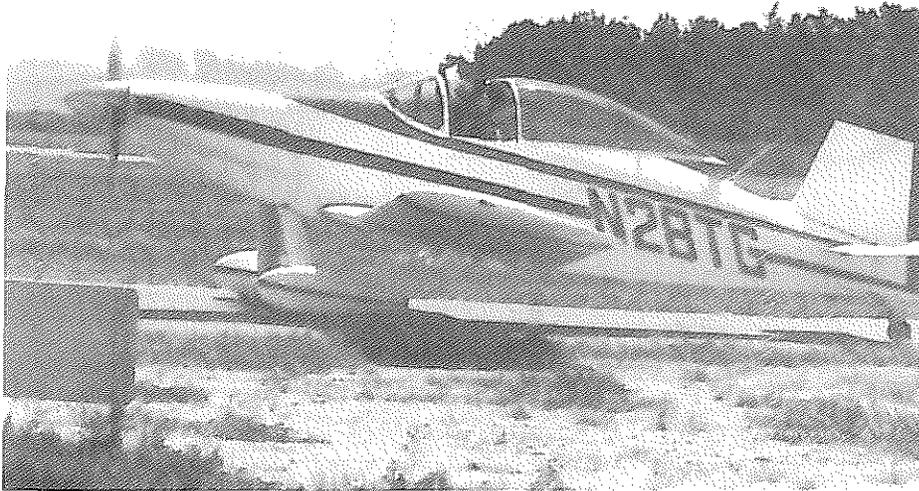
by Harry Paine

For those of you back east who are unfamiliar with Oceano, California you missed a treat. Oceano airport is located within walking distance of one of the west coasts finest beaches. There is also sand dunes for dune buggy enthusiasts, fishing, swimming, surfing, horseback riding, golfing, camping and of course flying. The beach itself is about 25 miles long, 10 of which is very isolated, which makes beach patrol at 50ft and 180mph very fun. Oceano Airport is a very nice little strip complete with a pilots association pilot lounge and free over night camping in a grassy area right next to the tiedown area. Friday evening was the first day of the fly-in. The weather was nice and clear, but the wind was howling and some of the planes did not come in due to severe turbulence (Sigmets) over mountain passes which most of California is made of. A lot of folks drove in so we still had 13 for dinner at the world famous F.McLintocks restaurant. It was a long wait but worth it. They have a very unique way of pouring water there, where the waiter is blind folded, and then stands on a chair, a glass is

placed on the patrons head and the waiter pours the water from about six feet!

Saturday morning was beautiful no wind and a clear blue sky. a few of us went on beach patrol making sure the sea gulls could still dodge a flying T-18 bullet. About 10:00 a.m. the wind came up again and our good landings turned into mini touch & go's Our Supply Master Hal Stephens finally arrived fully loaded down with two huge coolers of sparkling wine otherwise know as champagne. We don't know if it was the wind or Hal's over loaded T-18 and a half, but he made landing history at Oceano airport. The wind got so high, the majority of the pilots decided against a spot landing contest. Instead many rides were given in T-18's. I gave 8 and I think that all who attended the fly-in had rides. Three of the people I gave rides to are builders, fairly well along in their projects. When I took Lenard Gaines up for a ride and turned the stick over to him I could hardly take it back he was having so much fun.

After all the aircraft were down and se-



*Tony Ginns Brand new N28TG completed
Dec 26 1992!! What a Christmas present*

cured along with the pilots Saturday evening, the cork flying contest was started. About 5:15 PDT Mr. Hal Stephens took over the cork flying contest. Cork flying was a new form of flying to myself and the inexperience showed, because my solo flite was easily out distanced by the next competitor. After all was over Ilene was the winner with a flight of about 50 feet!! Then we had drink all this champagne. We all know it has a slow fuse but some of us forgot. Everyone said the tri tip BBQ was excellent but I think they could have been fed dog biscuits and received the same compliments because everyone was feeling so good. Dave Tennant won the best Hanger lie with a story

that describes a very interesting flight in an ultralite aircraft when one of the wing panels pops loose. Hal Stephens won the Hard Landing contest with a minor earthquake reading of 3.3 on the richter scale according to seismologists at Cal-Tech.

Sunday morning was beautiful and some of us took advantage of the early morning calm. Visibility must have been about 100 miles and the air was smooth as silk.

After some formation fly bys everyone started heading for home. Asking when was the next Oceano T-18 fly - in going to happen. If any of you come by Oceano give me a call and we could go flying or whatever.

The next T-18 Fly-In for the West Coast is Sept 19&20th at Placerville airport. RSVP Hal Stephens 408-723-0244.

Harry Paine T-18 8613A Ph# 805-481-2524



Chief Agitator & Chef Harry Paine

WE PICKED UP THE HAVRE VOR AND LANDED ABOUT 15 MINUTES PAST OUR ETA. THE CUSTOMS OFFICIAL WAS LATE FOR AN APPOINTMENT SO WE PASSED IN A FEW MINUTES. GASSED UP. HAD A SNACK AND DEPARTED FOR WILLISTON N.D. AS WE APPROACHED WILLISTON WE HIT SOME TREMENDOUS CLEAR AIR TURBULANCE. I INSTANTLY CHOPPED THE THROTTLE. THIS WAS PROBABLY THE WORST TURBULANCE I HAVE ENCOUNTERED. SEEMED THAT IN A MINUTE IT WAS ALL OVER. WE LANDED AT WILLISTON IN LIGHT RAIN AND HANGARED THE AIRPLANE. STAYED AT THE SELECT INN AGAIN.

21 JUNE: LEFT WILLISTON FOR MANDAN UNDER LOW CEILINGS. ARRIVED MANDAN 1 HR. 8 MIN. USED COURTESY VEHICLE TO GO INTO TOWN FOR LUNCH. DEPARTED MANDAN FOR PIERRE. S. DAK. ARRIVED 58 MIN. LATER. FUELED

AND DEPARTED FOR SIOUX CITY. NICE FLIGHT DOWN THE MISSOURI RIVER. HOME IN 1HR.& 55 MIN. WITH A HEAD WIND.

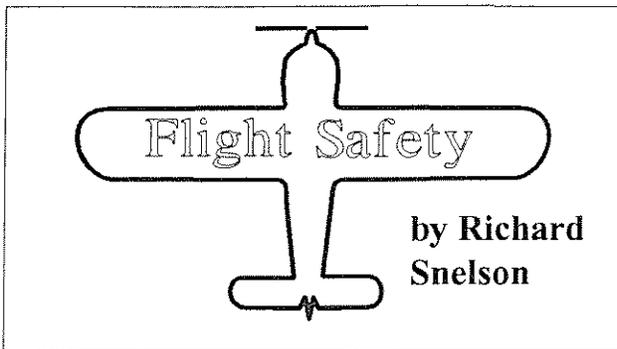
FOR THOSE WHO LIKE STATISTICS:
TOTAL FLIGHT TIME
41HRS. 34MIN. MILES FLOWN 7000 AVERAGE SPEED 168.67 MPH. FUEL BURN 372 GAL. GAL. PER HR. 8.96

P.S. THIS WAS A GREAT TRIP AND I WOULD RECOMMEND IT TO ANYONE. WE WERE LIMITED TO THREE WEEKS BECAUSE OF MY WIFE'S LIMITED VACATION TIME. THE AIRPLANE PERFORMED SUPERBLY. WHAT ELSE COULD YOU EXPECT FROM A T-18? I WOULD LOVE TO DO IT AGAIN AND SEE MORE OF ALASKA. ANYONE CONTEMPLATING THIS TRIP AND NEEDING FIRST HAND INFORMATION CAN GIVE ME A CALL.

RUSS ROSS



Dave Tennant giving Hal Stephens a complete checkout in his T-18 "Sweet Dreams" Dave lives in Lompoc, California.

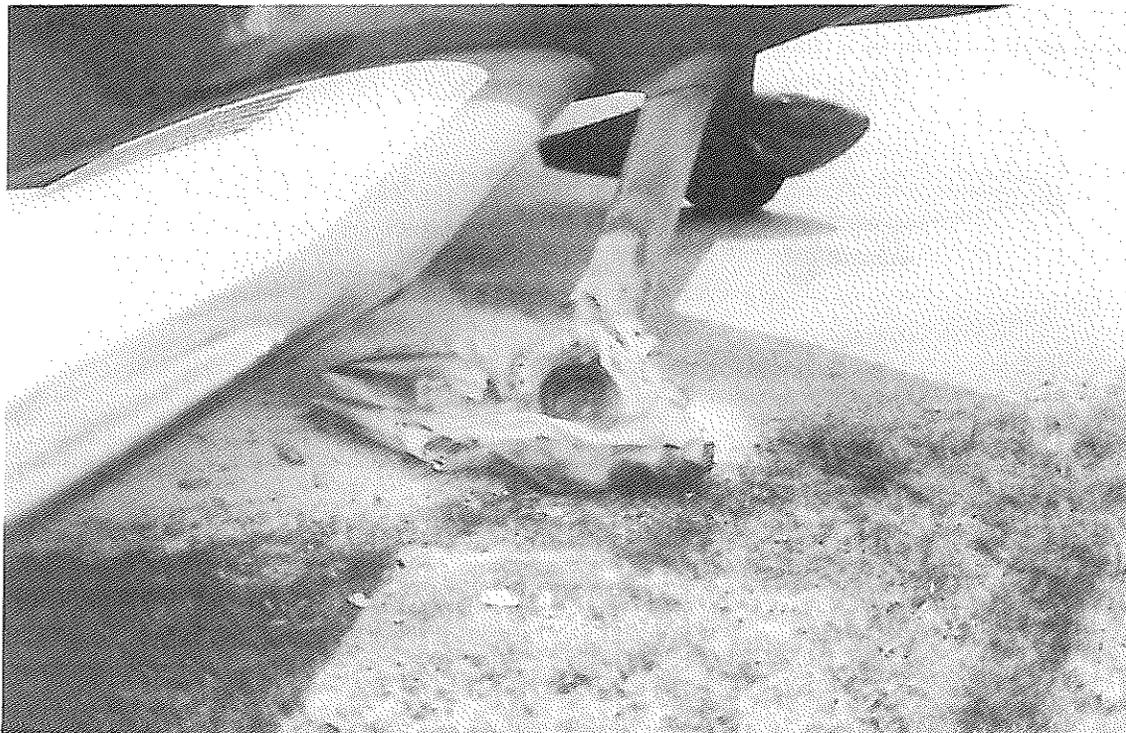


Wheel Fire Caused by Dragging Brake!!

The moral of this sad tale comes first: Never, Never taxi an airplane with a dragging brake. Period. Stop! get out and get it fixed where it sits. Believe me it's no fun to watch 3000 hours of work and \$30,000 burning with no way to stop it.

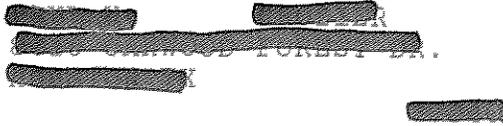
This sorry mess occurred as I was on the way to Sun n Fun. I made a stop at Mussel Shoals AL. for fuel and as we were leaving, after run-up, I noticed the right brake was dragging. I wasn't sure at first since the wind was around 24 knots, but turned back from the runway and started down the taxi way to the FBOs. After about 150 feet it got worse. I started a turn off the taxi way and the tire blew. We stopped and Jim Brownell, my passenger, got out to check the problem. The wheel was on fire big time!!! We tried the small Halon fire extinguisher on the wheel, but with the wind it had little effect. I stayed in the cockpit long enough to call Flight Service on the field and report the problem, also called the FBO for help. After what seemed an eternity, the "On Field Fire Department" finally got to my T-18. You can see part of the result in the picture below. The bottom of the wing was warped and the paint burned off. No melting or damage to the spar. All the wheel parts and brakes were ruined. I was glad the gear is 4130 steel since the small fire wouldn't hurt it.

What caused it to start to burn??? I don't know for sure. That same brake had stuck the same way two times before. Each time I had cleaned the pins that the caliper floats on and it worked ok afterward. In fact they had just been cleaned before the flight. We had also packed the wheel bearing with new grease. This happened on April 16. After a couple hundred hours of work to reskin the wing and fit new wheel pants, I was back in the air and made it to McAlester for the Fly-in. Let me know if you have any idea how the fire may have gotten its start. Richard Snelson



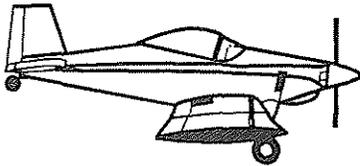
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If you haven't sent you 93 dues please help me out with this and get your dues in now.

Please send in your 1993 renewal this month



T-18 MUTUAL AID SOCIETY 1993 RENEWAL

Please include a check or money order for \$25 and send to
Richard Snelson Route 3 Box 295, Clinton, IL 61727

NAME _____
ADDRESS _____
CITY, STATE, ZIPCODE _____
PHONE NUMBER _____

I'VE INCLUDED \$ _____ TO HELP BRING KAY THORP TO "OSHKOSH 93" FOR
THE 30TH ANNIVERSARY EVENTS.

T-18 NEWSLETTER

Newsletter #88



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Oct 8-10 Fly-In at Placerville

T-18 Fall Meeting at Kentucky Dam Oct 8-9

NOTICE: (STANDARD DISCLAIMER) As always, in the past, present, and future newsletters, we would like to make you aware that this newsletter is only presented as a clearing house for ideas and opinions, or personal experiences and that anyone using these ideas, opinions, or experiences, do so at their own discretion and risk. Therefore, no responsibility or liability is expressed or implied and is without recourse against anyone.