



OF THE INTERNATIONAL AEROBATIC CLUB

Volume 2; Number 5; August/November 1994

Newsletter News

As you can see from the dates on this Newsletter I have put this effort on the back burner. The only reason I have done this is because several major events have taken place regarding the One Design.

As I stated in previous Newsletters Pete Grove will soon be starting a builder's Newsletter. All subscribers to this Newsletter will be receiving the first of these builders Newsletters soon.

Plans News

Part 2 of the plans package is now complete. Aircraft Spruce has shipped these drawings to the first 220 plans customers, and has filled the other 50 back ordered customers. That totals 270 sets of plans sold thus far. There will be additional drawings which will become Part 3. While completing part 2 we found that there were more details to be included. We also felt that we had to deliver additional drawings to some of the builders who are building at an accelerated rate and need more information to keep their projects moving. As I have stated many times, it is our policy to keep you moving ahead on your airplane, we don't want to hold any builders back. If you need more drawings and have completed everything sent to you thus far please let us know and we will ship advance copies of drawings to you.

We are currently perfecting the method and the drawings to mate the wing to the fuselage. We believe that we have developed a very easy method of mating the wing to the fuselage but want to be sure we have all the bugs worked out first. Please do not try to mate the wing to your fuselage until you have all the details. Also in progress is an improved adjustable seat back. Stay tuned for further details.

One Design Rules

We now have Rules. Howie Stock and the IAC Rules committee re-worked the One Design rules based on input from numerous IAC members. Howie did an outstanding job of putting together a workable set of rules, which were presented to the IAC Board of Directors. The Rules will define aircraft eligibility requirements for One Design aerobatics. Look for them in upcoming issues of Sport Aerobatics. Some highlights include; A normally aspirated 4 cylinder parallel valve Lycoming engine with no greater than 360 cubic inches of displacement; propellers can be either fixed pitch or constant speed; paint schemes will be the same, the colors are red, dark blue and white (see pictures in Sport Aviation and Sport Aerobatics) as called out in the plans. but no stripes on the lower surface of the wing. Thanks Howie, we all appreciate your hard work.

More Parts Available

I have been working very hard to get more vendors on board so that quality parts and sub-assemblies are available through Aircraft Spruce. Several IAC members have put their talents to use and become suppliers to Aircraft Spruce. We recently contracted Roger Rourke to machine the 5/8" wing attach bolt/pins. Originally I had called out for a NAS bolt, which are very expensive (over \$50 each) and hard to find. The Rourke crafted pins are available from Aircraft Spruce at a very reasonable price. They are made from 17-4 PH Stainless Steel.

Another example is Bill Scheunemann. Bill is supplying all the wood pieces required to build the wing. He is providing Douglas Fir spars glued and beveled. Complete spar kits include the Poplar nose piece with all angles cut and precut wing and aileron ribs. All of these various parts are available through Aircraft Spruce at low prices.

The basic canopy bubble is available through Aircraft Spruce. This shape was specially designed for the One Design. The following fiberglass parts will soon be available; wing root fairings, tail cone fairing, wing tips, wheel pants, and cowl assemblies.

Dennis Aguilar at Aircraft Spruce is busy putting together a "goody" list which was compiled by going from cover to cover through the Aircraft Spruce catalog and identifying everything that is readily available for your One Design. Check out the very reasonable prices of these items.

As you see we are trying very hard to make it easier for you to complete your One Design as quickly as possible. Remember that the One Design was never intended to be a Kitbuilt aircraft, however we are trying to provide the builder with every part or material package necessary to complete a One Design. This is a major undertaking so please be patient with us as we develop this program.

Call Aircraft Spruce at 1-877-4-SPRUCE for prices and delivery dates; ask for Dennis Aguilar.

Original Equipment Manufacturer (O.E.M.)

Aircraft Spruce has recently been named as the O.E.M. for One Design engines. They now have brand new AEIO-320 and AEIO-360 engines available at very reduced prices. This program is only available to One Design builders and it looks to be a good deal for those of you who want a new factory fresh engine for your One Design.

Prototype News

Ben Morphew is busy fitting a 180 HP AEIO-360 Lycoming onto the prototype. He is planning on flying both Sun N' Fun and Oshkosh in '95. He is also installing a smoke system so his show should be even more spectacular.

Meeting Goals

When I first started this project I set 4 basic goals for the One Design program: 1) Stimulate Interest in Aerobatic Competition; 2) Develop an affordable Aerobatic aircraft; 3) Provide plans for the homebuilder; and 4) Start a new Aerobatic class. These Goals were publicly stated at several forums including Oshkosh. I also had one all encompassing goal; I wanted to put something back into the sport of Aerobatics. As you can see from the progress of the One Design program we are effectively living up to these goals.

Attitudes

The process of developing a new aerobatic aircraft is no small task. I am the first to admit that we have hit a few snags along the way and am the first to say that we will probably hit a few more before everything is complete. I continually get letters and phone calls regarding the various problems. I have faithfully answered each and every one received. This has been an arduous task, but I have met each problem face on and done my very best to solve every problem. Occasionally I receive either a letter or phone call from a builder with a "bad attitude". Bad attitudes never help anything and only create animosity. If you need help, a good positive attitude will go a long way. Many times the problem can easily be solved. However please keep in mind that there is only one of me and my time is very limited. Please think the problem through yourself as best you can before calling or writing. A good attitude is greatly appreciated.

New Aircraft News

During Oshkosh I revealed the first look at the DR-108 and DR-109. The -108 is a 300 HP all out competition aircraft and the -109 is a two place One Design. At this time design work is moving along at a slow but steady pace. My priorities are to complete the One Design first. Fortunately, the One Design is quickly moving towards completion, and I can put more effort into these two exciting projects. Please don't call or write requesting more information about these aircraft. I promise to keep everyone informed through magazines and newsletters.

NEW NEWSLETTER EDITOR

Beginning with the next newsletter, Peter Grove will be the new editor. Any questions or requests for subscriptions or information about the newsletter should be directed to Peter at Precision Wings 7494 - 117th St., Delta, British Columbia, Canada V4C 6A3, telephone 604/596-8761 or Fax 604/596-3089.