

# ONE DESIGN

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## **ONE DESIGN PROGRESS**

The prototype is still progressing very nicely. In addition to what I reported last month, the control system, rudder pedals, adjustable seat, and turtledeck are now complete. Firewall, fuselage skins, fuel tank, instrument panel, and canopy are next on the agenda.

As of this writing there are only 110 days left to our goal of making Oshkosh '93. It is going to take a super effort by Doug Dodge and his crew to achieve this goal but they will try their best. Speaking of Doug Dodge, he has really done an outstanding job - recent photos of the construction process show he is truly a craftsman. The workmanship on the prototype will set a standard for all future One Designs. I have really enjoyed working with Doug, we are becoming quite a team, and have yet to get into any design jam we couldn't solve.

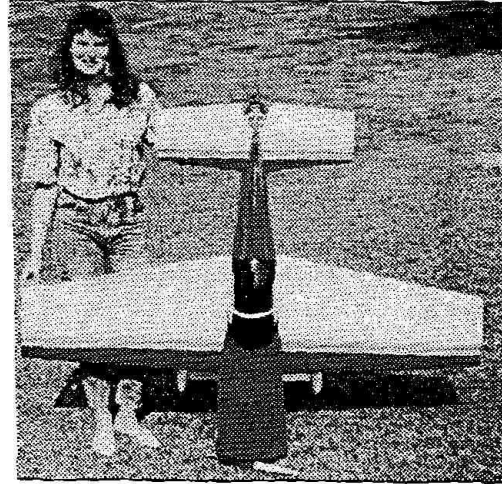
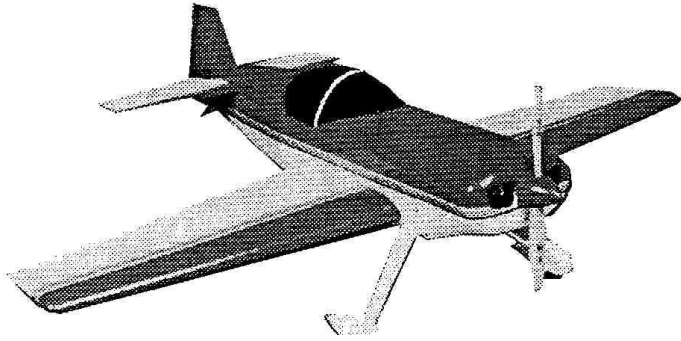
## **R/C MODEL**

Matt Mrdeza recently finished the 30% radio control model. First flight was on April 11. Matt reports it really flies nice. The airplane is very docile and the airfoil puts out lots of lift. The stalls are very nice and slow flight is a dream. This is a tribute to the airfoil designer, Barnaby Wainfan.

The snap roll characteristics are very precise and spin recovery is very good – the hands off spin recovery technique works very well. All controls provide plenty of power and the roll rate is awesome.

As shown below and on page 2, the model is a work of art. I hope all of you get a chance to see the color photos that ran in the May issue of *Sport Aviation* magazine. Some details of the model are: wingspan 65 inches, length 61 inches, weight 12.5 lbs. wing area 933 sq. inches, 2.2 HP 2 cycle engine.

My personal thanks to Matt for his contribution to this project, the model is a real work of art. It's absolutely gorgeous.



### **MORE PRESS**

FLIGHT magazine ran a very nice article in the 31 March-6 April issue. This is a very prestigious British magazine and will no doubt generate more interest from our European friends. Also the April edition of InFLIGHT ran a good article they must have contacted the IAC or EAA because their facts were straight. The EAA continues to provide their support with monthly updates and progress reports in SPORT AVIATION.

### **FOREIGN INTEREST**

Recently I received a very nice letter from Pierre Hollander from Sweden. Pierre wants to build several One Designs and is planning to import all the building materials from the U.S. in a large shipping container. Hopefully these will be the first of many European aircraft.

### **WOOD QUESTIONS**

I have received questions concerning the use of Douglas Fir for the spar on the prototype. Basically Douglas Fir is about 16% stronger than Spruce, however it is 18% heavier. The key here is when you design a spar to the same load factor, you use less wood when using Douglas Fir than when using Spruce. I have designed the One Design to use either type of wood if people feel more comfortable using aircraft certified spar material. The really big difference of course is the cost. The FAA design book on "Wood For Aircraft" has a few very good articles on using Douglas Fir as a Spruce substitute. Also note that the Polish Pine used in the Extra 230 is a tree species very close to Douglas Fir.

### **PAINT SCHEMES/LOGOS/NAMES**

I would like to hear if you have any thoughts on these subjects. The R/C model has a red, white and blue paint scheme that Matt Mrdeza developed from one of my designs. Naturally I like it but I would love to see any ideas anybody else has. As for logos, I'm at a total loss - I hope someone can help me here. We need a simple good looking logo that will catch the eye.

When it comes to names I happen to like One Design. I know it is a bit generic but it says it all. Again, I would love to hear from anyone who has come up with a good name for this aircraft.

## **TWO PLACE**

I still get a lot of mail on this subject. I still don't think this type of aircraft is compatible with the concept of a One Design class. It would have to stand alone simply as a two place aerobatic aircraft. Legally one could not use the aircraft for hire because of the "Experimental" airworthiness certificate. Here again. I cannot overemphasize that we have to get the prototype in the air first. I have not proposed this idea to the IAC Board of Directors and I don't think it would be appropriate to do so until the One Design has proven itself.

I would love to hear comments on this subject. Here again I can't design the perfect airplane for everyone but I would like to get some input from the IAC members.

## **LETTERS AND PHONE CALLS**

A day has not gone by in the last month that I haven't received at least one letter or phone call. Overall the responses have all been very positive. Most people wish I would supply plans sooner than the year end. I feel that I should stick to my original plan, i.e. not releasing any drawings until we have thoroughly tested the prototype. I would prefer to have people fly before you build to be sure you are going to be happy with this airplane.

I also get an occasional critical phone call or letter. I try to take the good with the bad but I know I will never be able to design an airplane that will satisfy everyone. My advice for the people who are severely critical is if they don't like it I would suggest that they don't build one or fly one. It's really that simple ... nobody is forcing this airplane on anybody.

Remember, please don't call me please write! My time is too scarce to spend on the phone. I have three jobs, my family, work and the One Design. Please keep the comments coming, but please write, don't call.

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