



# ONE DESIGN

**OF THE INTERNATIONAL AEROBATIC CLUB**

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## **NEWSLETTER NEWS**

Wow!!! How about that last newsletter?? Mike Heuer really did a first class job. Please accept my apologies for not putting out a May issue. It is now June 2nd as of this writing and there are several significant events that have occurred.

*(Editor's Note: Thanks, Dan, but it was IAC'er Mike DiFrisco who did the outstanding graphics work on the last issue and this one ... Mike Heuer)*

## **AIRCRAFT SPRUCE AND SPECIALTY**

Recently, an informal agreement was reached between the IAC and Aircraft Spruce and Specialty with regards to the One Design. Here is how it works. Aircraft Spruce will sell the plans to build the One Design. The purchase price of these plans will include membership in the IAC and every effort will be made to keep them at a low selling price.

In return, Aircraft Spruce will then be the only authorized producer of sub-assemblies and components for the One Design. Aircraft Spruce will also accept the product liability for this project. This is a fabulous opportunity for the IAC. Jim Irwin, President of Aircraft Spruce, is owed a big thanks for taking on this task. Also Dave Gustafson will be working on the promotional aspects like brochures, info packs, and news releases.

I can't tell you how happy I am about this arrangement, I think it is a "win-win" deal for all involved. Stay tuned!!

## ***Vendor's***

To make the Aircraft Spruce deal work, I have been involved in getting reputable builders of components together to act as vendors to Aircraft Spruce. Some of these people have been long time IAC members many of you will know by name.

### ***Sensenich***

As I reported earlier the folks at Sensenich propeller have been very interested in the One Design project. They plan on supplying propellers to One Design owners and builders for a very low price. They have already provided a prop for the prototype. In an effort to branch out into other business ventures they are considering building One Design wings and possibly act as a supplier to Aircraft Spruce.

### **PROTOTYPE NEWS**

The prototype has really been making progress lately. Doug Dodge and his crew are going all out to complete it for Oshkosh. Doug gives much of the credit to one of his crew members, Joe Say. Joe has been working many long hours and his workmanship is absolutely beautiful.

So where are we now? As of today, we started final assembly. All steel parts have been sand-blasted, primed, and painted. The wing is off to the paint shop and a preliminary weight and balance check have been completed... more on this later.

All sheet metal work aft of the firewall is complete and ready for final assembly. The fuel tank is complete and all control systems are complete and ready for final assembly. All that remains is the installation of the instruments, the canopy and the engine cowl installation. This is remarkable progress when you consider that this work didn't start until late January '93.

### **WEIGHT AND BALANCE**

A preliminary weight and balance showed that I was low in my weight estimation by 15 pounds out of 318 pounds. This is not bad at all when you consider this was the weight of all the newly designed and built parts. The rest were primarily purchased items that are well documented as to their weights.

If all goes well, we should be on track in achieving a 1000 pound competition weight class aircraft. The balance was a little nose heavy ... this was anticipated and I did not finish the engine mount design until a good estimation of the final balance could be made. The engine mount drawings were completed and sent to Doug Dodge on June 1st. Currently, it looks as if we will be balanced for pilots as low as 120 pounds and as high as 240 pounds without using any ballast.

### **R/C MODEL NEWS**

Matt Mrdeza is still flying the heck out of the 30% scale model. I'm sure by now all of you saw the beautiful color pictures in the June issue of SPORT AVIATION. He is now running a bigger engine (sound familiar?) and really enjoying the added performance.

I have been contacted by several model builders and model manufacturers about kitting the One Design. Also the International Miniature Aerobatic Club is very interested in the aircraft. They sent me a very nice newsletter with two One Design articles. I have decided to let Matt handle all model inquiries and supply these people in any way he sees fit. He put a lot of work into the model so it seems fair he get some return on his time and effort. Please refer any model questions to

Cutting Edge Aero. c/o Matt Mrdeza, 10929 E. Firestone Blvd., Norwalk, CA 90650.

### **OSHKOSH FORUM**

On July 30th at 11:30, I will be giving a forum on the One Design at the EAA Fly-In Convention in Oshkosh. Hopefully, I will be practiced up for this event because as of this writing, I am scheduled to give 4 forums to Los Angeles area EAA and IAC chapters prior to Oshkosh.

### **TWO PLACE**

I still get comments about a two place version. If all goes well with the single place and we get all the drawings off and running, I will then start on a two place. As of right now, I am thinking about doing both tandem and side-by-side seating arrangements. Both of these projects are at best a year away and this is all dependent on how the single place performs and handles.

Dan Rihn  
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CA