



ONE DESIGN

OF THE INTERNATIONAL AEROBATIC CLUB

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OSHKOSH

The One Design made its formal debut at Oshkosh '93. Parked in front of the IAC Pavilion, the reception was overwhelming. The airplane received more attention than anyone would have guessed. A constant stream of people looked it over, asked questions and even sat in the cockpit. The dead and trampled grass in front of the IAC Pavilion, which left a perfect planform of the One Design, is evidence of interest in the project. Anyone trying to get a picture of the airplane had a difficult time getting a clear shot because it was constantly surrounded by people. Clearly this project has begun to achieve the first goal I set, "Stimulate interest in aerobatic competition from within as well as outside the IAC."

Just getting the airplane to Oshkosh was a major feat in itself. Doug Dodge gets the credit for this heroic effort. When you consider that he started cutting metal in March and had a nearly complete airplane by the end of July, you can see what I mean. Unfortunately, the prototype wasn't quite complete for Oshkosh. It became obvious one week before the event that several parts weren't going to be ready, and the FAA paperwork wasn't going to be complete. The decision was made to truck the airplane to Oshkosh so that we could at least show the world what we've been doing and here again Doug Dodge came to the rescue. He disassembled the aircraft trucked it from Bay City, Michigan, then reassembled it at the EAA hangar (and of course he had to do everything in reverse to get it back to Bay City for completion). For all intents and purposes, it was a virtually complete airplane. Everyone that saw it commented on the workmanship, which is truly show quality. As of this writing in early August Doug is completing the final assembly and is planning the first flight in mid-August.

As an added footnote, the '93 Grand Champion Antique was a 1931 Driggs Skylark. Doug Dodge had put in many long hours helping Jack Steen restore this grand old machine. Quite a year for Doug!!

THANKS

There is no way I can ever thank Doug Dodge enough for his effort. Lew Shaw is owed a big thanks for funding the effort and being so supportive. Tom Poberezney and the crew at the Kermit Weeks EAA facility for their help and tools. IAC Directors Steve Morris, Mike Heuer, and Linda Hamer for their support and hospitality during Oshkosh. Doug Dodge, Lew Shaw, Dick Rihn, Doug Jardine, and Barnaby Wainfan for answering the non-stop questions about the project. which

some days went on until 9:00 PM. Janet Shaw for putting together the handout sheets which saved all of us from getting even more hoarse. Hobert and Tim Welch for setting up the forum and video tape interview. John and Rene Groeneveld for their help in disassembling and packing up for the return trip. I can't thank you all enough.

FORUM

The One Design forum at Oshkosh was a great success. The EAA people estimated between 500 to 600 people attended this forum. The tent seats 500 people and there were no empty Mike Heuer said to me at Oshkosh '92, "This has really touched a nerve." I think that this is more true than we know. I lost count of the people who told me that the only reason they came to Oshkosh was to see the One Design and listen to the forum. Several IAC and EAA chapters have asked me to come to their meetings to give this forum. This project is definitely achieving "goal number one."

MANUFACTURER SUPPORT

As I have previously mentioned, Sensenich has offered OEM prices for their propeller and spinner to One Design builders. During Oshkosh, I opened talks with Lycoming about giving OEM prices on brand new Lycoming engines. So far we don't see any obstacles. I'll keep you all informed on this.

MEET THE PRESS

Dave Gustafson, IAC's Public Relations Director, attended and recorded the forum and he later told me it provided sufficient information to write magazine articles on the One Design. Mark Twombly of AOPA was very interested in the project and spent a considerable amount of time asking questions and taking pictures. Noted aviation photographer Howard Levy interviewed me and took numerous pictures. Budd Davisson did a short interview and wants to fly the airplane and do a pilot report. Maurlio Gunelil from VOILARE, a beautiful Italian magazine, did an interview as well as give me a copy of their August issue which had a feature article on the One Design project, complete with color pictures of construction progress. And, of course, the EAA sent a staff photographer who took a complete series of pictures for SPORT AVIATION.

INTERNATIONAL INTEREST

People from all over the world came to the forum and looked at the airplane. The ones I remember were from Canada, Australia, Argentina, Brazil, South Africa, New Zealand, France, England, Italy, Russia, Germany, and Switzerland.

AIAA

I recently attended the AIAA Aircraft Design Conference held at the Monterey Convention Center, Monterey, California. The AIAA stands for American Institute of Aeronautics and Astronautics. When the General Aviation Stall Spin session was withdrawn at the last minute, I was asked to give a talk on the One Design project. This was totally impromptu and unfortunately I didn't have any of the Oshkosh forum view graphs with me. All things considered, it went over very well. Professional engineers as well as members from the academia were very interested. At the conference, Dr. German Zagalnov, a noted Russian scientist, was honored for his work in the field of High Maneuverability. As an example, the Cobra maneuver performed by the SU-27 is now world famous. At his lecture he showed films of his work in both wind tunnels and flying aircraft concerning High Maneuverability. There were some excellent shots of the Sukhoi SU-26 In the

wind tunnel and spin tunnels at the famous TsAGI facility (this would be comparable to a Pitts in the NASA wind tunnels). During my impromptu One Design presentation, I mentioned that I was envious of the Russians being able to do these types of tests for their aerobatic aircraft. After my talk I was approached by David Ellis, who is the Director of Research and Development at Wichita State University. Mr. Ellis offered to do wind tunnel tests of the One Design in both the wind and water tunnels he has at his disposal. This is a very generous offer and I plan to act on it and share any and all data generated. All I have to do is build the models to be tested. I could use some help from anyone interested and with the skills to do this.

FUTURE PLANS

After initial flight tests, we are planning a thorough aerobatic evaluation. Mike Anderson and Wayne Handley have offered to help in the test flying. If all goes well during this phase of flight tests, we will allow other pilots to fly and evaluate it. Anyone capable of flying the prototype and interested in doing so will be allowed to give it a go at the '93 U.S. Nationals. I have talked to the IAC about letting people fly the airplane while the contest is underway and they have tentatively given the OK for this.

After we have completed this and are satisfied with the performance and handling of the One Design, we will freeze the design and complete the construction drawings. If all goes according to plan the drawings will be available in the early part of 1994.

Dan Rihn
Long Beach, CA