



OF THE INTERNATIONAL AEROBATIC CLUB

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THANKS

During this Holiday season I must look back and give thanks to so many people who have supported the One Design project. Many of these people were strangers to me before this project was started and many have become the closest of friends.

Thanks to Lew Shaw for funding the building of the prototype. I thank Jon Staudacher for building a wing from the crudest of drawings imaginable and doing it in record time. I can't say enough to show my thanks to Doug Dodge - not only for completing the prototype but also for being a supportive friend when the chips were down. Thanks to Matt Mrdeza for building the Radio Control model. My thanks go to past IAC President Steve Morris and Linda Hammer the current President for all your support and encouragement. Mike DiFrisco has done an outstanding job in putting together this newsletter. I also want to thank a man who has done more for the sport of aerobatics than anybody has or ever will. Mike Heuer. Thanks Mike, your help and encouragement has been immeasurable. Engineering and moral support came from Barnaby Wainfan and Rick Dean, and was most appreciated. Doug Jardine and Mike Anderson proved to me once again that some of the truest friends I have ever known have come from the aerobatic community, thanks to you both. There are countless others who have been a great help to me and I wish I could personally thank each and every one of you. The aerobatic community and the IAC is made up of some of the finest people on this planet.

LOOKING BACK

WOW!!! What a year - the proposal made to the IAC to help develop the One Design along with the first 3-view drawing of the airplane was published in the January issue of SPORT AEROBATICS. This article and project has caused more letters to be written and published than on any other subject in IAC history. At the beginning of '93, Lew Shaw decided to go ahead and fund the building of the prototype. In late February, the design was frozen and Jon Staudacher started cutting wood for the wing. In March, Doug Dodge started cutting metal for the fuselage. Later Doug would be contracted to complete the entire aircraft. Chris Gardener found a worthy engine from a C-172 and proceeded to rebuild it. While all this was happening, Matt Mrdeza built an exact 30% scale Radio Control model which flew in late April. By the end of July Doug Dodge had a nearly complete aircraft, enough that it made its public debut at Oshkosh. Even in its unfinished form it created quite a stir in the homebuilt and aerobatic community. The Forum was standing room only and very well received.

On August 25th the prototype completed its first flight In mid-September at the U.S. Nationals every interested pilot was allowed to fly and evaluate the prototype. In October, the IAC decided to endorse the IAC rules and competition format. In December, Chris Gardener brought the prototype to California, making several stops along the way including a contest in the Phoenix area, allowing more pilots to give the airplane a workout. On December 19th I was finally able to fly and evaluate the One Design for myself. As of December 31 we had logged 145 hours on the prototype. Keep in mind that this was achieved only 129 days after the first flight. Over 80 pilots have flown and evaluated the One Design. Like I said, WOW what a year.

QUESTIONS

This is a summary of the most asked questions I get either in the mail or from calls:

When are the plans going to be available? Very soon, hopefully in January '94.

How does the airplane fly? Very much like a Pitts S-1S.

How does It perform, can it fly Unlimited? We have demonstrated 5 vertical rolls to a Hammerhead from 190 KTS, 3 from 160 KTS, 3 vertical snaps to a Hammerhead. From 180 KTS, It can achieve 1,500 vertical feet of penetration. The '94 Unlimited has been flown (all of these performance points were done by a 225 pound pilot).

How does it compare to a Pitts S-1S? It doesn't have the initial acceleration or climb that a S-1S has. However it is faster accelerating to top level speed from level flight. It rolls about twice as fast as a stock S-1 S (360+ degrees per second).

What is the top speed, and the stall speed? 160 KTS and 50 KTS.

Will it accept a 180 HP Lycoming? Yes, it will bolt right on.

Has it been thoroughly spin tested? Yes, Mike Anderson, Bob Herendeen, Rory Moore and countless others have spun it every way imaginable.

PILOT EVALUATIONS

Several pilots have been helpful in giving me excellent feedback to make Improvements to the airplane. Most agree that the prototype is almost there and just needs a little tweaking.

MY THOUGHTS

Basically I agree that the airplane is 95% there. I have started an improvement program which has so far been very successful in correcting the bugs. I have primarily been working on the control harmony. I have found that aerobatic pilots (including myself) focus on the feel and handling as much as the performance. My goal is to achieve excellent handling characteristics and create a true pilot's airplane. I'll keep you informed on my progress.

A VERY SPECIAL PILOT

On December 31st a very special pilot was able to fly and evaluate the One Design. That pilot was my father, Dick Rihn. This was a great thrill for both of us. He flew the airplane beautifully, gave it a good workout and really had a ball of fun. Thanks Dad.

SPORT AVIATION

Look for the February issue of SPORT AVIATION for a full length feature and pilot report written by Budd Davisson. Patty Wagstaff flew all the formation aerobatics for the air to air photography.

SCALE DRAWINGS

Scale drawings of the One Design are now available from Matt Mrdeza. Cutting Edge Aero 10929 Firestone Blvd., Suite 147. Norwalk. 90650. Phone (310) 929-0529 evenings. This drawing is 1/10 scale (other custom scales are available) and is accurate because he used the very same computer models that were used to build the real airplane. The cost is \$15.95 + \$8.95 S&H. This is a very good deal for the modelers out there.

NEWSLETTER NEWS

Due to the overwhelming response from the first two articles published in SPORT AEROBATICS. I decided to start a Newsletter to help pass on information. To date over 300 of you are "official" subscribers. Please feel free to copy the Newsletter and pass it on or publish it in your Chapter Newsletter.

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