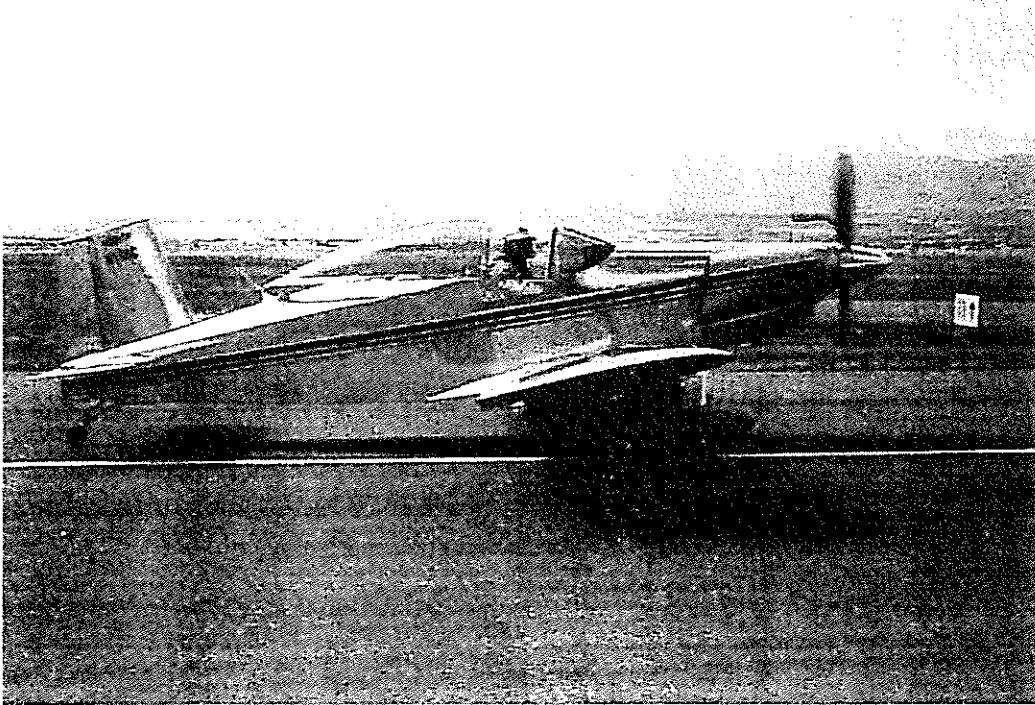


T-18 NEWSLETTER



Dean Cochran on his takeoff roll at the Colorado Fly-IN

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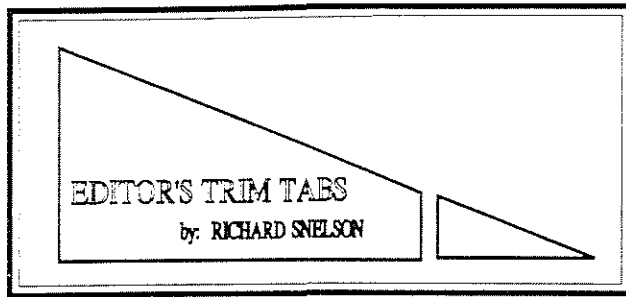
Master Index for the past Newsletters

Larry Eversmeyer wins Lindy Trophy

T-18 Auction Provides Excuse To Fly
by Russ Verbael

Wing Panel Reskin
by Ken Morgan

NOTICE: (STANDARD DISCLAIMER) As always, in the past, present, and future newsletters, we would like to make you aware that this newsletter is only presented as a clearing house for ideas and opinions, or personal experiences and that anyone using these ideas, opinions, or experiences, do so at their own discretion and risk. Therefore, no responsibility or liability is expressed or implied and is without recourse against anyone.



Thorp Ambassadors

As of this date the following individuals have signed up to be listed as Thorp Ambassadors. I will be posting their names on our Thorp webpage in February. If I have missed anyone that wanted to be included please let me know.

As all of us knows, we literally have hundreds of Thorp Ambassadors throughout the world. Anyone that has built or flown a T-18/S-18 loves the aircraft and has a passion for John Thorp's wonderful designs. Our list of Ambassadors give new individuals someone to contact in the various areas of the US and world. Having this on the website will help spread the word. So join the Ambassador list, email/mail me a note today!

Danny Cummings
600 West Main St.
McMinnville,Tn. 37110
931-473-5401 Days est 8:00 to 5:00
931-668-9899 Nights before 10:00 cst

Gary Cotner
150 th East Ave
Collinsville, OK 74021
email t18cotner@aol.com
918-259-4000 Days
Home 918-371-4739

John Evens
6855 Allison Street
Arvada, CO 80004
303-420-2724

Roy Farris
Box 182
Noble, IL 62868
618-723-2594

Jim Hockenbrock
193 Fawn Rd.
Reedsville, PA 17084
717-667-2790

James Paine
1220 Gilbert St.
Hendersonville, NC
28792
828-698-0368

Tony & Viv Schischka
<a.schischka@xtra.co.nz>
17 Bodmin Terrace
Plimmerton, New Zeland
644-233-8998

John Sullivan
P.O. Box 551
Chestertown, NY 12817
518-494-3292

Other News

The great news is that by the end of January I will be retired from Illinois Power Company. After a lot of struggle they finally offered us, the engineering group, an early retirement package. It added 5 and 5 to our age and years of service. This really helped me since I had worked there 16 years. I have a piano tuning business started and it is growing and should fill some of the income void that leaving engineering will cause.

Spring Fly-in at Mattoon, Illinois

We have things setup for a June 9, 10, 11, 2000 fly-in at the Coles County Airport located near Mattoon, Illinois (MTO). The airport folks are setting up some rooms at the area motels. I think the Comfort Inn will end up as the best rate. Roy Farris will be the contact for this fly-in and can be reached evenings at 618-723-2594

Send year 2000 dues now.

Looking forward to having more time for doing the newsletter. I won't have as many \$ so send your dues now. Still have 10% who haven't paid for 1999! Printing keeps going UP!

Letters to the Editor

From: Danny Cummings
dctires <dctires@InfoAve.Net>

Rich.

Just got my newsletter and as usual "I luv it " !!!!
Great job your doing ! Also Luis's T-18 site is
great as well !!! I also have some pics of my
S-18 (118CK) on his site !

Anyway hope you and RoxAnne are doing
fine? As you might know or remember me I live in
middle Tennessee about half way between Chatt.
and Nashville in Warren Co.(McMinnville). I have
attended K-Damn for the past 5 years and really
hated to miss this last one *pout*. But the
weather was just too bad.

I was gonna have a friend follow me to K-Damn
too. he has built (from what he calls a Turner
crossbreed) a 1/3 Whitman, 1/3 Davis2A and a
1\3 Thorp !!! I know your probably scratching
your head by now, but its a really great plane and
has flown over 100hrs. since May of this year ! I
have included a pic of his airplane ! It has Thorp
wings and tail cfg. A little longer wing for a
2000 ft. grass strip !! By the way his name or the
builder is Mr. Bill Turner (the not so rich and
famous one). He has been appointed as an EAA
thingy (you know when builders have questions,
they can go to him).

But I have the S18(118CK) and I'm here anytime
there's a person or persons who would like to
look at it or take a ride in it. So if you need
someone in this area I'm available and I'll leave all
the technical questions to Mr. Turner, by the way
he knows his homebuilts and especially the T-18 !
I've included a few photos of my S-18 and Mr

Turners crossbreed. If you're ever over the
bridge or the poor part of this country drop in
and see us !!! Bye!

Danny Cummings
600 West Main St.
McMinnville,Tn. 37110
931-473-5401 Days CST 8:00 to 5:00
931-668-9899 Nights before 10:00 CST

*Editor's Note: Thanks for the email and the
pictures Danny. Welcome as a Thorp Ambassa-
dor. I've include the pictures at the end of this
section. See you at Matoon and KY Dam. Rich*



Subject: [ThorpList] 2000 Bar-B-Que
From: "Charles and Linda Borden"
<cbmitt18@concentric.net>

Dear friends: I am faced with a real dilemma,
every year the weather is great in Paso Robles in
February for the T-18 Bar-B-Que. But it is
terrible everywhere else. I mentioned that we
would have it in March next year so more
people could attend but then we had terrible
weather here last March. Also my wife and I are
going to start building a house in February or
March.

So I am asking for some Ideas. Please give me
some feedback. I was thinking mid October.
Does that interfere with anything? Send
me an e-mail with your comments. Chuck
Borden



Hello Everybody,

I name is Dave White and I have a Thorp with
serial number 2. According to the Thorp news-
letters of way back my airplane is none other
than John Thorps, first flown in 1972. Well,
many. owners later the plane has managed to
get jury rigged to the point where I was very

uncomfortable flying it, and I'm sure John Thorp would have been very upset too. So I had her completely gone over. It has been over a year now, and over 2000 hours of restoration. Soon she will be ready to take to the air again sporting fresh paint, zero timed motor, new leather interior, CD player, all new console with several new instruments, new military stick grips, electric trim, auto pilot, Garmin GPS 195, Garmin GNS 430, dual brakes, vertical card compass, indiglo cockpit lighting system, angle of attack indicator, glove box with drink holders, complete sound and fire proofing, lightweight starter, alternator, remote oil filter, steel braided hoses, and the list goes on.

Needless to say, we are very excited about getting her up in the air again and visiting all the other Thorps out there. We are in Clearwater, Florida and will be sure to make it to Sun 'n Fun 2000 to show her off.
Take Care, Dave

Editor's Note: Congratulations on getting your Thorp redone. I must however say, John would also be even more happy if we would keep the T-18s simple. I did the same thing you are doing with my 295RS, but would follow along the lines of folks like Dean Cochran who believe in keeping the Thorp simple and light weight.



BUILD YOUR OWN WINDSHIELD!

I have the windshield form that Floyd Myers made, and I have no further need for it. I would gladly pass it on for just the cost of material and crating. I would, of course, select the truck line which offers the best rate such as UPS. (NOTE) this only fits the basic T-18 airframe - not the wide body. If anyone is interested, please write or call 717-2943892 or email edandal@nb.net.
Edwin H. Layton

From: "Hal Stephens" <aerohal@inforum.net>

Richard, Count on Sept the first weekend for the California Thorp flyin. We may have a conflict with the new Golden West EAA flyin which took our weekend.....they are bigger, but we made out ok last time with the weekend before their blast. In any event....plan on early Sept. We'll set the date later. It's always fun to go to a Thorp flyin in California!! 65 degrees today....calm wind...50 mile vis. Hard to beat!

'Best wishes, Hal Stephens N8TT



From: "Don Nall" <don_nall@hotmail.com>

I have a T-18C that I would sell. I've been working on a big project, building a new house, and just don't have any extra time to fly. My plane has a very low time IO-320, folding wings, almost IFR panel, etc. It needs to have the wings, tail, leg fairings, wheel pants, etc repainted as I've been sanding on them some. But otherwise the plane is in great shape. I'd take \$24.5K for it. If you would like more info just e-mail me back.

Merry Christmas
Don Nall
Jonesboro Arkansas

Next Issue of the Thorp Mutual Aid Society Newsletter:

John Mel Clark flies after 15 years of building

Dave Goffs pictures of 3.8 Ford engine and mount.

Pictures and safety tips. We now have over 60 Thorp folks on the eMail list. The exchange of ideas and material has been great. Join us today. Check issue 110 for details for signing on.

Rich.

Earl Atha purchased a T-18 project that is about 80% complete and is currently working on the project. He is looking for builders in the Georgia area that have projects flying or in construction that he can talk to about T-18's. You can E-Mail us back at Dons Dream Machines since Earl does not have a computer. It will be also ok to call him collect in the evenings at 770-227-5557. Any help that you can give will be appreciated.

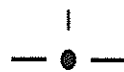
Earl Evans
Avmtearl@aol.com



Subject: 2000 Bar-B-Que
"Charles and Linda Borden"
<ebbitt18@concentric.net>

Dear friends:

I am faced with a real dilemma, every year the weather is great in Paso Robles in February for the T-18 Bar-B-Que. But it is terrible everywhere else. I mentioned that we would have it in March next year so more people could attend but then we had terrible weather here last March. Also my wife and I are going to start building a house in February or March. So I am asking for some Ideas. Please give me some feedback, I was thinking mid October. Does that interfere with anything? Send me an e-mail with your comments. Chuck Borden



Rich, some of our readers might be interested in how I installed a new skin on N118TX outer wing panel.

WING PANEL RESKIN

The outer wing panel (left side) was damaged by a ground loop accident. The damage was not severe, and was localized to the front outer rib and skin at that point of impact; however, the damage was severe enough to require reskin of the wing. I received some good tips from Steve Hawley, Tucson, and proceeded to follow his advice, with some variations of my own.

I was fortunate that my original panel was straight with no twist. My first job was to remove the old skin. This was accomplished by drilling out the rivets, making sure I did not enlarge the dimpled hole. I used a 1/8 in drill bit, which is slightly undersized, then carefully worked the drilled rivet with a 1/8 in punch to dislodge it from the dimpled hole. Once the skin is removed you have the original wing framework exposed. This part of the wing can be laid aside until the new skin is bent, drilled, dimpled, and ready for final fit. The old skin is hammered flat with a rubber mallet for use as a template for the new skin. You may also flatten the dimples in the old skin to give a smaller hole, with better duplication in the new skin. I purchased a 4' X 12' sheet of 2024T3 (.025) as I wanted some extra sheet material for other projects. A 4' X 8' sheet will work as the skin lengthwise is approximately 81 1/2 in. The skin I purchased had a clear protective cover on the inside water mark side of the sheet. I laid this side up, with the old wing skin template inside up over the new sheet of aluminum. Precisely locate the old skin over the new skin making sure the edges and end of the sheets are properly aligned. Once this is accomplished, clamp the skins together so that that is no movement between new skin and top template. Now scribe a line at the opposite end, this will be the final trim line at the bottom rear spar location.

This next step is very important and is the key to getting the front bend in the proper place. To the previously mentioned scribe line on the bottom rear skin add two more inches. This will be the extra material required to make another row of holes to match the holes in the upper skin edge. You will notice the rear beam bottom row of holes in the original skin template are precisely 1 in from the edge of the skin. From this row of holes measure 1.7 in toward the 2 in extra material previously added. Scribe a line at this location across the 4' width of the sheet. This will be the centerline of the extra set of holes to match the holes of the upper rear beam. Proceed with drilling of the new holes through the template to the new skin. The clamps are still in place keeping the template and new skin perfectly in alignment. Once all the holes are drilled, remove clamps and slide the template toward the rear edge, align the front edge holes with the scribe line located 1.7 in from the rear spar holes. Drill these holes and mark as the extra set of holes that must be clecoed to the front upper beam holes for bending of the skin to properly fit the nose ribs. At this point, deburr both sides of new sheet, and dimple holes. You will now be ready to fold the skin, water mark on inside, and clecoupper rear beam holes to the extra set of holes located 1.7 in from the bottom rear spar holes. Make sure you are clecoed to the right set of holes, aluminum makes expensive scrap. You are now ready to make the leading edge bend in the new skin. Wrap a 4' 2 X 4 with newspaper to protect the skin. Start pressing the skin at its highest point, making sure the 2 X 4 is aligned evenly across the 4' wide span. As you continue pressure with the 2 X 4 the leading edge will start to form. Make a template of a nose rib, or use extra nose rib to check bend. This operation takes about 5 min or less and produces a perfect leading edge bend in the new skin. Once a nose rib fits nicely in the bend you have completed fabrication of the new skin, with the exception of shearing off the extra 2" that you had originally added to the lower skin edge. Again, make sure you are at the correct scribe

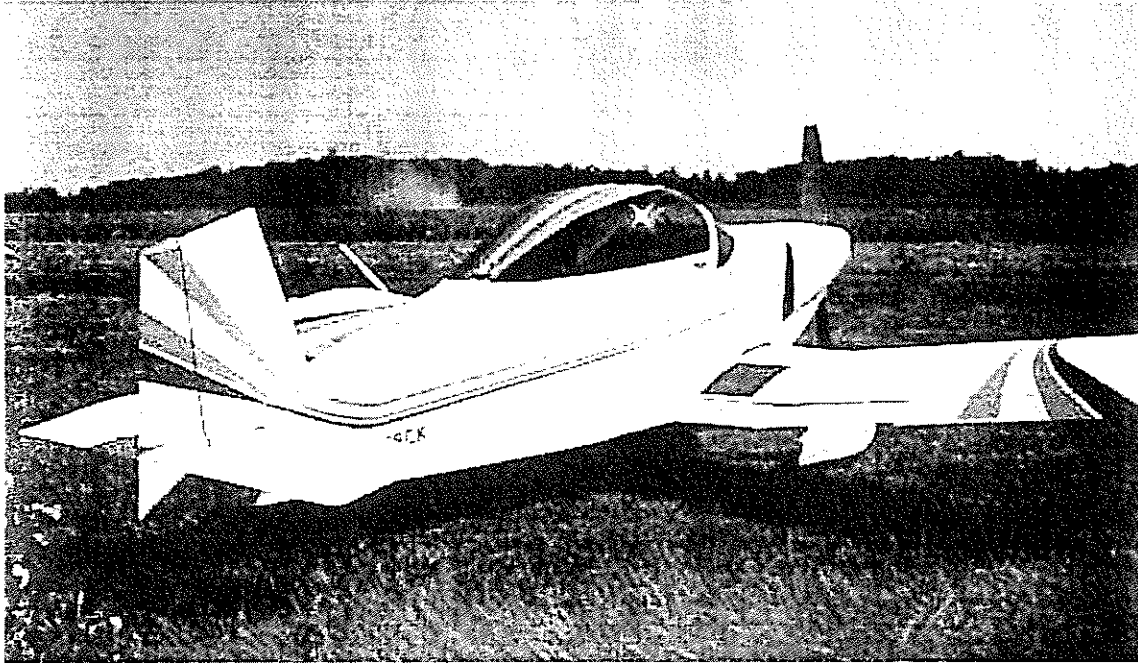
line. This information on bending the leading edge appears in several of the old newsletters, we need to thank the innovative early builders for this useful information. Fit the new skin to the framework of ribs and front/rear spars. I removed the outer nose and rear ribs on both sides of the panel to better access interior ribs for riveting. Riveting sequence is: bottom main spar, leaving last hole on each side to accommodate the outer nose ribs which will be installed later; top main spar, bottom rear spar; interior nose and rear ribs, using 3/4" X 2" X 15 1/2" bucking bar as outlined in NL # 56. You are then ready to rivet the outer front and rear ribs, and the rear top spar, this can be accomplished with a rivet squeezer. This will complete the riveting operation and close the wing panel.

Regards! Ken Morgan N118TX



Mr Snelson,
My name is Eric Lundahl. My father, Ralph Lundahl was a very close personal friend of John Thorp and built a T211 in the late 1960's. I have just completed reburishing my father's "Sky Scooter" and have begun flying the airplane every chance I can. Wonderful little aircraft, and I am now seriously considering purchasing a T-18. I have become somewhat of a Thorp purest, so my interest would be in a T-18, all aluminum. Anyway I would be interested in joining any of the Thorp societies, etc. And attending Thorp fly-in's on the West Coast. I live in the San Francisco bay area. If you have any mailing list's please include my name. If you know anyone interested in selling their T18, feel free to pass my name along.
Best Regards,

Eric Lundahl
401 Medio Ave.
Half Moon Bay, CA 94019
650-926-3141
ewl@slac.stanford.edu



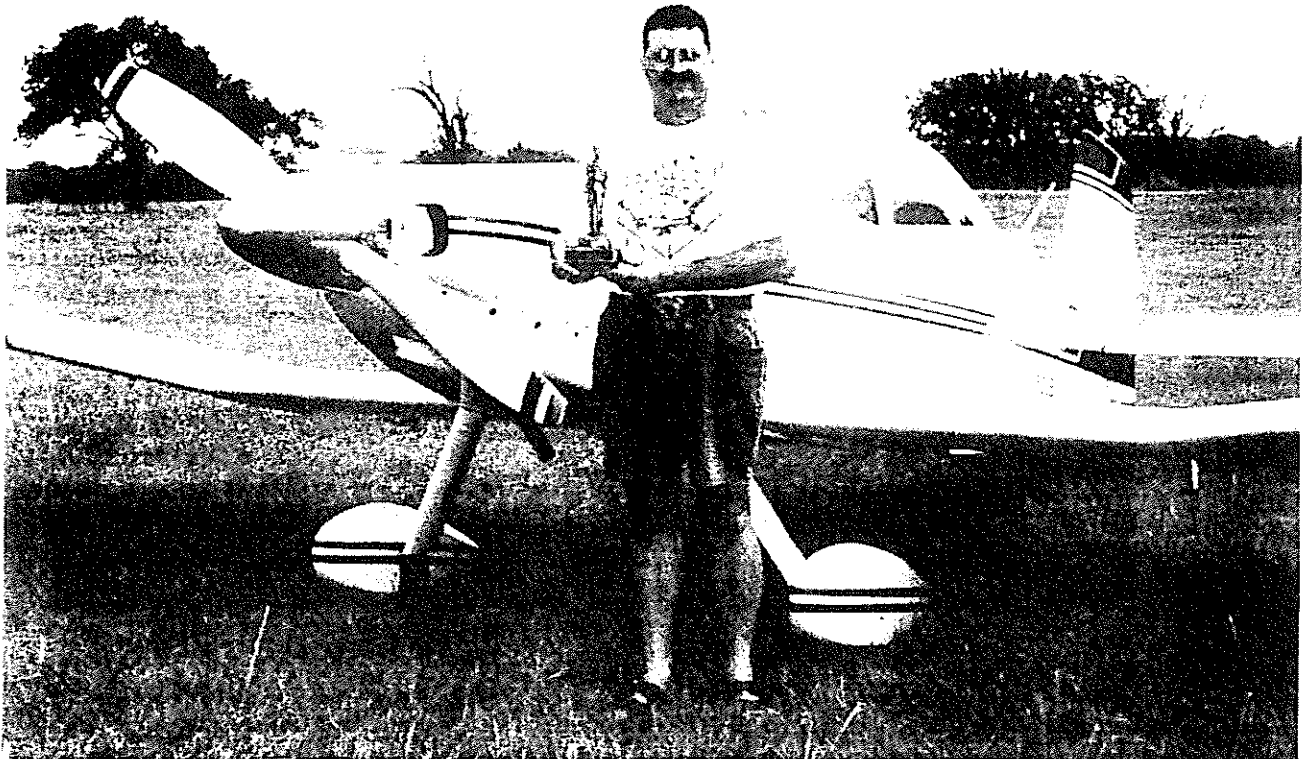
Danny Cummings Thorp. A very popular paint job! Who started this pattern? I know....D.E.?



Turner crossbreed a 1/3 Whitman, 1/3 Davis2A and a 1/3 Thorp !!! and Mr. Bill Turner EAA Technical Counsellor.

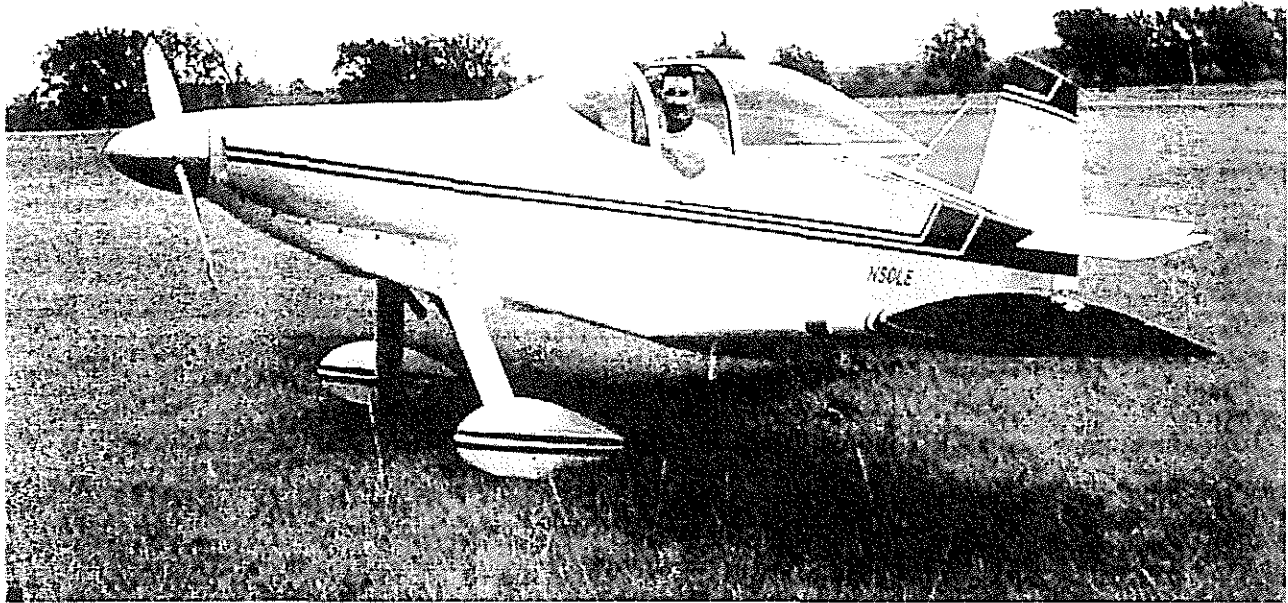
Larry Eversmeyer's T-18, N50LE Brings Home The Bronze

Editor's Note: Thanks to Larry and his wife for this story from their local newspaper. Congratulations to Larry!



This year's Annual Air Show for the Experimental Aircraft Association in Oshkosh, WI took on special meaning for Larry Eversmeyer, an Aviation Safety Inspector Instructor at the Mike Monroney Aeronautical Center Academy in Oklahoma City. He was awarded the "Lindy" trophy for the Champion of Plans Built Aircraft. The bronze statue of Charles Lindbergh includes an engraved signature of that earlier aviation pioneer, and Larry's aircraft, Thorp T-18, N50LE.

Larry will be the first to tell you this was not an easy prize to capture. For one week every summer, Wittman Regional Airport in Oshkosh, WI, becomes the center of the general aviation universe. This year's event, held July 28th - Aug. 3rd, had over 800,000 people in attendance, and 11,000 airplanes participating, the world's largest recreational aviation event. Aircraft of every imaginable type fly in to Oshkosh to have their creation judged. It's also an opportunity to share their ideas and to learn new techniques and skills from others.



Competition is scrupulous for the amateur built aircraft, and Larry's hesitancy to enter was overcome with encouragement from his friends at Page Airport where he hangars his plane. Larry has attended this event several times, but this was his first year to fly his own homebuilt, a Thorp T-18. N50LE's maiden flight was in February, 1999. With less than 50 hours total flight time on the airplane, Larry's trip to Oshkosh was the longest flight to date, making this award even more significant.

Larry started his T-18 eighteen years ago when he bought the plans and supplies from another builder in Portland, OR in Aug. 1981, who believed the project was too massive an endeavor. Building a T-18, or any other aircraft, IS a major undertaking. However, Larry was able to overcome the obstacles through the constant support and encouragement from his family and numerous friends and fellow aircraft builders. He has never hesitated to call on others for their ideas, often starting over when he would see something that looked more effective.

Larry's wife, Leanna, and 14 yr. old daughter, Suzanne, have learned to cope with his fervent "madness" for anything to do with airplanes. "He is at his best when he is in the air!" is their frequent motto. They share in his excitement over this recognition, and plan to take to the air with him often.

In addition to winning his award for best plans-build airplane at Air Venture '99, Larry has won several other awards at Oklahoma fly-ins. In September, Larry took first place in the homebuilt aircraft category at the annual Tulsa fly-in. Then, in November, he was awarded first place honors at the Fairview airshow.

Congratulations Larry!



Left to right: Gary Cotner, Gary Green, Matt Smith, Russ Verbael, J. Laney and Larry Eversmeyer.

T- 18 Auction Provides Excuse To Fly By Russ Verbael

After hearing about a T-18 being auctioned off at a sale in Cassville, Missouri, I realized that if the unbelievably beautiful fall weather would hold, I could just jump into my T-18 (N-8428) and fly down to see if there might turn up a great bargain. Our weather held, and I flew from Great Falls, Montana to Joplin, Missouri on Friday, Nov 19 and then flew the last 50 mile leg into Cassville on Saturday morning to attend the sale.

A group of T-18ers had gathered for the sale, so my chance of "sneaking" up on a bargain turned out to be pure fantasy. The aircraft being sold, N-5585X had been completed in 1980 by Mr. R.F. Woolaway, a highly respected and well known local builder of aircraft. Although this airplane had not been flown for a period of time, it appeared to be very well built and with the Lyc 360/CS prop combination, was definitely a juicy piece that lots of guys would love to own.

After several hours of inspecting the sale aircraft and waiting for auctioneers to get to the T-18 sale, our group of potential buyers collected around N-5585X were swiftly swept up in the bidding action. Low-ball bids went quickly to the mid-20's and a final, winning bid of \$29,000 made the sale complete. John Brown from Joplin, Missouri is the new owner.

Because I was over 1000 miles from home in late November, I wasted no time after the T-18 had been sold to get started back home. I made Holdredge, Nebraska by last light on Saturday, and flew back into Great Falls on Sunday. I guess some of us will use any excuse to go out and fly and this was a totally new reason for me. 14 hours of flight time, meeting lots of interesting folks, and witnessing a really great aviation auction made the trip totally worthwhile. I'd do it again next opportunity and definitely recommend it to anyone needing a new reason to go fly.

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by Jim Strickenberger

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T-18/S-18 Thorp Newsletter
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December 1999



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