

T-18 NEWSLETTER

Newsletter No. 86



Russ Ross and his T-18 N45RR on his trip to Alaska

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T-18 Gatherings for 93

1993 Renewal Notice

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.



The planning and scheduling for the 30th Anniversary Thorp T-18 events to be held during Oshkosh 93 is going well. In December, I received a letter from Tom Poberezny acknowledging my request for special consideration, and expressing his desire to help arrange our events. Cooperation has been impressive and it looks like we will get all that we have asked for.

Our events will start at 11:30 AM, Friday July 31, in the EAA Nature Center pavilion, where we will hold a short memorial service and tribute for John Thorp. We will follow the service with announcements and times for other Thorp events for the week. Lunch may follow if it can be arranged.

The next event will occur Friday sometime before the airshow. Mrs. Thorp will be introduced on the flight line speakers platform by Lee Skillman and a Thorp T-18 missing man flight will be brought overhead. Gary Cotner of Collinsville, OK is helping to arrange this formation flight. My request to Verne Jobst, Flight Operations, was to have a small group of T-18s that will have practiced formation flying in advance, take part in this event.

Then Friday evening it's back to Butch's Anchor Inn for our annual T-18 banquet with Mrs. Thorp as our special guest.

We have latched on to a Saturday morning 10:00 - 11:15 slot for the T-18 Forum. I don't have the tent number yet but that will follow. One other event late in the fly-in is planned to allow late comers a chance to get together. We have a small park in Oshkosh, South Park, Shelter #2, reserved for Tuesday Aug 3, starting at 6:00 pm. Take Route 44, turn north on Georgia St. and right into the park. You can get there on the bus that runs to & from the college dormitories.

Special parking was the last item we requested and it will be arranged with Ken Whyte. Ken will work with our early arrivals to arrange the area. I asked for rows 9 & 10 but we may need more space than that if we get the turn out I'm expecting. Ken thinks that area should be ok, but asked for us to be flexible and work with him after we get there. I understand there have been changes to the field in that area. A new taxi way has been built along the flight line and the fence moved to the west to keep about the same parking space. Ken said that we probably wouldn't want to put ropes and stakes up early since it would make it difficult to get airplanes in and out. He asked if we could provide two volunteers to help with our T-18 parking. His staff will know about the parking arrangements and will send T-18s to us to park. If you can help, please volunteers for this. Phil Tucker of Sport Aircraft is paying for 3 or 4 signs that will be used to mark our parking area and let the world know about our 30th anniversary event.

Well that's it. Now it's up to you the T-18 Mutual Aid Members to get your T-18s out, polish them up and bring them to Oshkosh 93. Let's put 60 airplane on the flight line and show the world what a "homebuilt" metal airplane is all about, and that John Thorp's proven design still offers a performance advantage that should be considered when selecting a project. Get your name and plane on my list for Oshkosh 93. Call me now! (217) 935-4215

I want to thank those individuals that jumped the gun and sent their contributions for Mrs. Thorp's travel accommodations. Two fifty dollar contribution have us off to a good start. If you can, please help with this by sending your contribution to bring Kay to this special tribute to John Thorp. If any of you fellows that fly the big iron can help with discounts on tickets let me know.

continued on page 3

T-18 Events for 1993

Thorp T-18 Fly-in at McAlester, OK. May 14-16 See Gary Green's letter on page 17 for more information on this event.

Thorp T-18 Gathering at Oakland Pontiac Airport, Michigan on May 22-23 See Al Bosonetto's letter on page 18 for details of this event.

Thorp T-18 Fly-in at Kentucky Dam on Oct 8-9 (more details later).

Other Sport Aviation Fly-Ins:

Sun & Fun, April 17-23

Rumor has it that a small group of T-18s will depart Sun & Fun early for a couple of days in the Bahamas. Care to join us?

T-18s will make a showing at Greeley!

Greeley Weld County Airport and the Rocky Mountain Sport Aviation Fly-In is June 26-27. This sounds like a fun event, free camping on the field, free transportation to town. Food available on the field. The Greeley Stampede Rodeo and Parade is going on that weekend. They are asking that we consider their facilities as a future sight for our T-18 annual club meetings. (Editors note: I will try to make this one. Any one care to join me and put some T-18s on the flight line?) See their letter on page 16. Colorado T-18s Unite

Flash! Flash! Late breaking news, John Evens has arranged for a block of rooms in Greeley at the Holiday Inn for June 24-27. The phone number is 303-659-1164 ask for "The Evens Party" or conformation number 62204517. Cost is \$55 per night for up to 4 people. Rooms are limited so call now. John and the Colorado T-18ers will help with transportation.

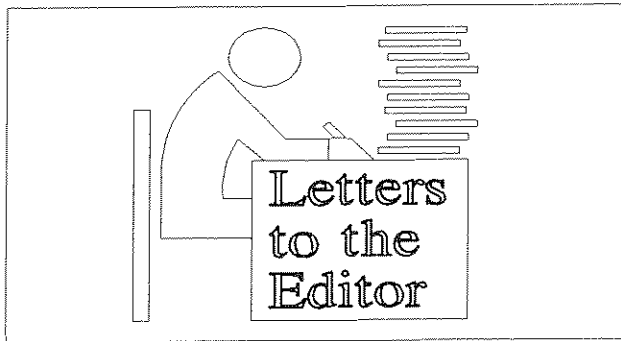


NOTICE! NOTICE! NOTICE! NOTICE!

A special edition T-18 newsletter will be published, to arrive in your mailbox before Oshkosh 93. It will contain your letters and stories about either John Thorp are the T-18. So please start writing now. Tell your story. If you're like most of us, the T-18 has a mighty big place in our hearts and life. John's idea for a simple to build, all metal sport plane has captured us, and given us projects and rewards beyond words. However, I think you will be able to find words that will mean a lot to all of the T-18 Mutual Aid Society members and also to that new kid on the block that may be thinking of a T-18 as his project. Send your letters to me before June 93.

T-18 Newsletter Editor
Richard Snelson
RR3 Box 295
Clinton, IL 61727

Editors Note: Time really goes fast when your having fun in a T-18. I'm approaching 100 hours in N295RS. Can't seem to find time to work on it long enough to get the upholstery finished. I did build a neat top for my dash using solid foam and one layer of fiberglass on top. It's covered with Nalgahyde on the front curved side and carpet on the top. Pictures and a how to article will follow in a future newsletter.



1/17/93

Dear Richard;

It appears to be time for dues again, so here they are.

I'm also enclosing a check for Kay's fund to get her to 1993 Oshkosh. I hope that you get plenty for the fund. Actually knowing the group and their admiration for John and Kay, I'm sure that there will be sufficient donation. If more is needed please let me know.

I know that you are enjoying your T-18 and hope that you will continue to do so.

My trip back from 1992 Oshkosh was rather uneventful although they had forecast a line of thunderstorms running north-south East of Grand Island.

However, they showed that a weak area would be in the vicinity of Broken Bow north of a direct route. Using my 34 years experience as a USWB meteorologist plus a lot of finger crossing, I took that route to west of BBW, LBF then south-southwestward to Akron, Co on home with no weather problems other than strong gusty wind when I made a fuel stop ant Broken Bow.

Actually, my air time was less then a friend in a C206 who took the more direct route but at higher altitude-about 6000 to 9000-through Western Nebraska westward. At times, his groundspeed was 90 knots up there.

While at Oshkosh, I swapped my Foster 500 Loran and \$450.00 for the updated Foster 501. It really helped on the flight home since I was unable to fly my preplanned flight route. Using the Loran can make a lazy navigator out of you. You have to be careful that you don't set back and get caught

with a nonperforming Loran in a tight spot. However, I'm sold on such a unit or now at this late date I would definitely go for a GPS. Yours, Pete Gonzales 1818 Server Dr. Colorado Springs. CO 80910 Phone 719-634-6358



30 Dec 92

Rich:

Re my phone call this date, I do not find a file on disk which I believed I sent you about 2 - 3 months ago. Perhaps it never happened. So here is a replay-

Give for almost free: Angle tooling for clamping of trailing edges -aileron, stabilator, and rudder. *. A male form for stabilator tips. It shows minor battle damage from removal, but, with a bit of touchup, using sheetrock joint cement, it would be usable. *. And I only ask that the recipient reimburse me for cost of UPS.

My check for \$130.00 is enclosed. This covers the Scott Tailwheel plus 1993 dues. I am not sure just what dues are-but to me the newsletter is worth \$30. Incidentally, there is no rush for the tailwheel- I really do not need it for a few months.

Well, all major assemblies except for the fuselage are complete. As for the fuselage, the aft belly skin and the side skins are riveted up - the 596 and 601 bulkheads are in. The forward belly skin is clecoed up and the firewall stuck in place with duct tape. I opted not to install the dash frame, a fragile member, until necessary.

As mentioned, I plan to place both flap controls and the throttle on the left. Flap drawings are essentially complete, but throttle control drawings are merely sketches. Final drawings cannot be done until a decision is reached re the engine, which I suspect will be the Subaru 2.2 with a Lou Ross reduction unit.

Keep in touch and I hope you have a great 1993.

Floyd Myers 5170 Sunset Dr Ogden UT 84403
801- 476- 0153

Dear Rich,

I hope you had a nice Christmas and wish you the best for 1993. We moved into a new house over the holidays, you can't beat that for timing. Please note the new address on letterhead and change in your records.

I guess by now you are really enjoying the T-18. If you are like me, the first 25 or so hours were periods of great excitement but didn't feel as comfortable as I would like in the aircraft. I have over 100 hours now and wear it like a glove. Don't mistake my comment for complacency as I am still aware of its potential danger if not properly handled. However, I do feel confident in my T-18 piloting ability and enjoy it more each time I go out.

Rich, as you know I converted the 0290G engine for my T-18 and have had outstanding performance from it. Last year I was able to trade for an 0320B2B 160Hp with low time and all accessories. I am so pleased with the 0290 that I haven't given much thought to changing to the 160HP. Considering the added value of the aircraft with a certified engine when and if I decide to sell, I have decided to go with the 160HP. It hasn't been an easy decision as I get outstanding performance from the 0290 with auto fuel and add TCP when I use 10OLL. With a modified Pacesetter prop, 68 X 68 I get about 185mph at 2000ft. full throttle 2600rpm, and cruise 160mph indicated at 2450rpm. With those numbers I wonder why I am changing out the engine.

I would appreciate your getting the word out about the engine and possibly listing it for sale in the next newsletter. I am enclosing a copy of the ad I am putting in Sport Aviation (Feb. issue).

I will have my bird down for a few weeks to install adjustable cams on the inner wing rear spars to correct a heavy left wing problem. Will also take care of some other minor items prior to the spring flying season. I visited with Gary Green a few days ago, he said the spring flyin was in May at McAlister Ok. Lets hope the weather will cooperate with us. Ken C. Morgan Arlington, Texas Phone: 817-265-6838

Editors Note: see the rest of Ken's letter in the Safety Section it tells of loosing his tail wheel.



Dear Richard, Congratulations on the flight of N295RS! If you get half the pleasure we have had with N78WG over the past 13.5 years (1450+hours) all of your building time will have been well spent. I think it is a great idea to have a 30th year Thorp Celebration & to include Kay. My contribution toward her ticket is enclosed. Walt Giffin Pueblo West, CO 81007



DEAR RICHARD,

MY T-18 (N18AL, SN 287) IS IN ITS 18th YEAR OF FLYING WITH VERY FEW PROBLEMS WITH THE AIRFRAME OR ENGINE. THE ENGINE (0320-E2D) IS COMING UP ON TBO AND I AM NOW PLANNING TO OVERHAUL IT AND REFURBISH THE AIRFRAME AS NECESSARY. THE FIRST 12 YEARS OF FLYING WAS MOSTLY OUT OF MOJAVE CALIFORNIA, WHERE THE WIND BLOWS HARD AND SELDOM DOWN ANY PARTICULAR RUNWAY. UPON RETIREMENT WE WANTED TO GET OUT OF THE SOUTHERN CALIFORNIA "RAT RACE" AND MOVE TO IDAHO, THE FIRST THING I DID WHEN WE GOT HERE WAS TO BUY A HANGER FOR THE T-18. THERE WERE MANY T-18'S IN SOUTHERN CALIFORNIA, AND I MISS GOING ON TRIPS WITH THEM. I BELIEVE I HAVE THE ONLY T-18 IN THE STATE OF IDAHO.

I MADE A THOROUGH STRUCTURAL INSPECTION OF THE AIRFRAME IN PREPARATION FOR REFURBISHING AND FOUND EVIDENCE OF RIVETS WORKING IN THE WING SKIN ALONG THE INBOARD MAIN SPAR CAPS, ALSO IN THE AREA OF THE WING BREAK FITTINGS, I BELIEVE THIS CONDITION WAS REPORTED ON IN AN EARLY NEWSLETTER. THE SAME CONDITION IS SHOWING UP ON THE INBOARD STABILIZER SPAR, BOTH SIDES. THE ONLY CRACKS I FOUND WERE IN THE VERTICAL FIN TIP RIB BEND RADII AT THE AFT END WHERE IT ATTACHES TO THE VERTI-

CAL FIN SPAR AND WHERE THE TOP RUDDER HINGE FITTING ATTACHES. THIS CONDITION MAY BE UNIQUE TO MY AIRPLANE, BECAUSE I HAVE A STROBE LIGHT AND TAIL LIGHT MOUNTED TO THE VERTICAL FIN FAIRING WHICH MAY AFFECT THE NATURAL FREQUENCY OF THE STRUCTURE IN THE AREA.

I DON'T THINK ANY OF THIS IS CRITICAL AT THIS TIME, I WILL CONTINUE TO FLY IT UNTIL I GET EVERYTHING I NEED ON HAND. THANK YOU; AL CHIVERS 4465 ODEN BAY DR. SANDPOINT ID. 83864 PHONE 208-263-4618



Hi Dick,

Well, I finally got my medical back in October. It sure takes a long time. AOPA sure has been a big help right from the start in 1986 when I had a heart attack.

If you put out a newsletter between now and April 15, could you put my Florida address on it as bulk mail doesn't get forwarded. I want to go to the Western Fly-In and then to Calif. Dick Amsden 1225 N. W. 21st St. Stuart, FL 34994



Dear Richard,

It's nice to see that you've gotten your bird off the ground. Congratulations are in order. You also wrote a fine article on the Thorp Check Out which I'll keep on hand.

When you publish the next newsletter I would appreciate your putting in the following request.

Help needed in the following areas -- photos diagrams - plan - written instructions for the following: 1. Electric flap systems, 2. Instrument panel with fold down feature, 3. Moving rudder cables to outer edge of cockpit.

I also want to buy: 0320 narrow deck case, 0320 crank, Gyro Inst - Horizon & Compass, Radios, Antennas - all types needed, wood prop 68x68

Best Regards, Paul Mac Michael 4222 Juniper DR, Tacoma, WA 98466 Phone 206-566-1971

Dear Richard,

I pray that you had a wonderful Christmas. Congratulations on the completion of your T-18.

I'm a new builder and have purchased plans #444 formerly registered to Cyril E. Williams. You may want that info to update any list.

Please find the check for Kay enclosed. I don't consider myself much of an organizer but I have a phone, computer & fax. If I can help you to get out the T-18's/S-18's for OSHKOSH 93 I would be willing to help.

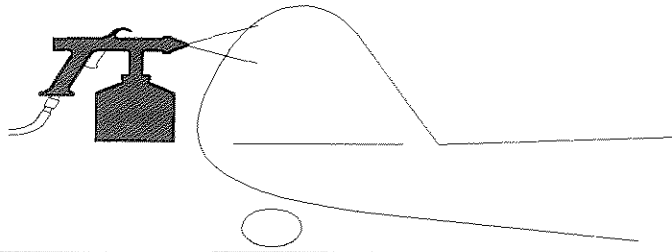
I appreciate you dedication on all our behalfts. David R. Lheureux 23740 Magic Mtn. Pkwy. , Valencia, CA 91355 Phone 805-259-9423

For Sale Items:

LYC 0290G 140HP, THORP TYPE CONVERSION, 100HRS TTSN RUNNING IN T-18 \$3850. CALL 817/265-6838. KEN MORGAN.

AIRCRAFT PAINTING II

by
RICH SNELSON



It's too bad that painting an airplane comes at the end of the project instead of the beginning. At the end, you want the project to just be over, and the airplane to be in the air traveling the 30 miles or so to that great little airport restaurant for Sunday morning breakfast. Nothing that you do during the last six months of a project can be called fun. However, if you could forget about doing all the fiberglass parts, with their one-million pinholes and all the misery associated with their preparation and painting. The remaining painting might be thought of as near-fun.

As part of the preparations for painting my Thorp T-18, I read everything I could find on the subject. Some of the best of these articles were written by Tony Bingelis for Sport Aviation Magazine. As has been my practice during my projects I called and talked to several other builders with experience and knowledge on how to do the job correctly. With their help I came up with quite a collection of tips that weren't in anything that I had read. This article summarizes the things that I learned from them and during the painting of N295RS. I don't have a perfect paint job! And I don't claim to be any sort of expert on the subject of painting. However, as I gained experience my painting improved, and the early orange peel effects and other problems stopped occurring. Hopefully, knowledge of how someone else did it will help you when you're ready to paint or repaint your homebuilt.

Material Selection

The materials that I selected for painting my airplane were, Dupont's Variprime and Ditzler's PPG Durethane Polyurethane Enamel System. The

Ditzler paint system was selected for its fuel resistance plus good impact and chip resistance. It's important to check with the paint manufacture or supplier for compatibility of the primer and top coat material before you mix brands as I did. Please don't let me lead you down the road into using Polyurethanes. They are very expensive and very unforgiving of spraying mistakes.

When you've selected a type and brand of paint get the manufactures data sheets. They describe the process and steps required for its application on specific surfaces. For aluminum the steps are cleaning, etching, priming and top coating the parts.

Since I did my painting with the new High Volume Low Pressure (HVL) turbine paint system, I have included information about its specific use. Since the turbine puts out air at a temperature of 95 degrees, this hotter than normal air temperature has to be considered when selecting the paint reducers. Each manufacture has a range of reducers for use with their paint. You normally pick a reducer based upon the expected room air temperature at the time of painting. As it turned out, the high temperature reducer did the best job with the hot turbine air, regardless of the room temperature, allowing the paint to flow out smoothly without any orange peel effect. I had one-half of the airplane painted before realizing this fact. Experience can be quite a teacher.

Cleaning

When my metal work was complete I had some parts that were bare aluminum while others had miscellaneous amounts of zinc chromate applied. The zinc chromate had been sprayed over a partly

Even with all the careful preparation, when you spray the final color coats, you may get some nasty surprises, like “dirt” and “dust devils” that were not visible before. If you wonder where the contamination comes from: 1/3 comes from the paint booth environment, 1/3 from the surface and areas to be painted and 1/3 from the painter’s clothing. By working on each of the three areas it hopefully can be minimized. For example: I used a paper throw away painting suit from NAPA Auto Parts Stores that helped a lot in keeping lint out of the paint, also the paint booth was cleaned and scrubbed down before each painting run. Each of the parts went through several cleaning stages, as outlined, before painting. It does involve a lot of preparation but, it’s worth it.

Hopefully, when you check your work later you won’t have too many dust devils or imperfections to deal with. Just in case you do, to remove the small dust devils, I purchased a small block made of 1000 grit sanding material. (Before using the block it needs to sit in water for several hours.) The block has a sharp edge to push through the dust cutting it off level with the paint’s surface. Then the wet block is used to sand just the very small area around the cut. Follow the sanding with a liquid polish and a lot of elbow grease to restore the shine. For bad runs it’s necessary to either strip the piece and start over or let it completely dry and sand the run out. You will find polyurethane is a very tough paint to sand! Work with a sanding block and go by feel to tell when the run is gone. It’s better to take off more of the top coat than you think is necessary than to repaint the part and still be able to see the run.

Masking and Painting the trim colors

Follow the manufacturer’s recommendation for drying time before taping. Then still test for dryness by putting some sample tape in a “it won’t show later location”. Remove it and see if it leaves a footprint or track, if it does the part needs additional drying time.

I found the best masking tape to use is the blue Scotch Brand plastic. It works well around curves

and can be pressed down to eliminate any run under. After it’s in place go over it several times with your finger nail pressing the edge down to be sure it’s sealed. Just before you paint go over it again. Buy a roll of masking paper from an automotive paint supplier. This type of paper has a wax side and will completely prevent paints from bleeding through. I have used newspaper for this, but it’s not a good idea since it will allow bleed through.

I know that some of the really great paint jobs are done by taping each side of a trim color separately. This gives you a smooth flush paint joint as opposed to painting the trim colors on top of the base color which leaves a rough edge. I took the easier route on this one by painting the base color first and spraying the trim color on top. This is much faster and easier to do and if the tape is removed at the right time, the rough edges can be minimized. Wait at least 5 to 8 hours before removing it. Taking it off sooner will result in a rough torn edge. I left some of the tape on for two to three days and it still came off with a clean shear. The best method of getting it off is to pull it back on itself at a sharp angle.

As you may have realized from reading this article, Urethanes are difficult to use and don’t forgive mistakes. You “get what you spray” Unlike automotive paints urethanes can’t be sanded and rubbed out when you make a mistake. However, if correctly applied they provide a very thin, light weight, tough surface that will last for years of flying. I hope this article is helpful and saves you from the many mistakes that the lack of experience can cause. One last tip, make up a check list before you spray. Hang it on the door of the paint booth and read it each time you go in! Be sure it includes “tighten the top of the spray gun”. Take my word for it, after cleaning up two spills on top of a fresh first coat. **“Experience can be quite a teacher”.**

NORTH

by Russ Ross to ALASKA



I HAVE ALWAYS WANTED TO FLY "UP" TO ALASKA AND OVER THE YEARS I HAVE OWNED A CITABRIA AND A SUPER CUB; AND IRONICALLY BOTH AIRPLANES WENT TO ALASKA. I RE-TIRED FEBRUARY 1ST OF THIS YEAR AND DECIDED THIS WAS THE TIME TO GO. I PROBABLY SPENT ABOUT THREE MONTHS RESEARCHING THE DETAILS OF MAKING THE FLIGHT. YOU MUST HAVE A SPECIAL FLIGHT PERMIT FROM TRANSPORT CANADA TO FLY AN EXPERIMENTAL CATEGORY AIRCRAFT INTO THE COUNTRY. ALSO YOU ARE REQUIRED TO CARRY SURVIVAL EQUIPMENT: SPECIFICATIONS VARY BETWEEN CANADA AND ALASKA. TRANSPORT CANADA HAS A "STRIP CHART" OF THE HIWAY WHICH ELIMINATES A NUMBER OF SECTIONALS. IN ADDITION TO IT I CARRIED THREE SECTIONALS TO GET THRU CANADA; PLUS THE CANADA FLIGHT SUPPLEMENT. INFORMATION ON FLYING THE ALASKA HIWAY IS AVAILABLE FROM TRANSPORT CANADA THE FAA AND AOPA. AS FOR ALASKA TAKE WHATEVER SECTIONALS YOU WILL NEED FOR THE AREAS YOU INTEND TO FLY. IF GOING INTO ANCHORAGE I WOULD RECOMMEND A TERMINAL AREA CHART.

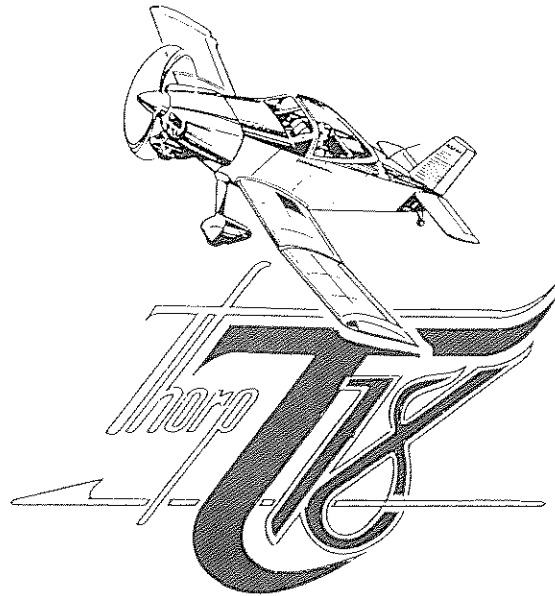
I DECIDED TO MAKE THE TRIP IN JUNE TO ENSURE MOTEL ACCOMMODATIONS BECAUSE WE SIMPLY DID NOT HAVE ROOM IN THE BAGGAGE COMPARTMENT FOR CAMPING EQUIPMENT. WITH THE SURVIVAL GEAR, FLITE CASE, CAMERA EQUIPMENT TIE DOWNS AND THE MINIMUM AMOUNT OF CLOTHES; WE HAD 90 LBS IN THE BAGGAGE COMPARTMENT AND IT WAS PACKED! ALSO I DECIDED TO ENTER CANADA THRU LETHBRIDGE, ALBERTA; WHICH MADE IT POSSIBLE TO FLY THE MISSOURI RIVER AND ITS RESERVOIRS INTO MONTANA. LOTS OF SCENIC BEAUTY.
THE ITINERARY:

3 JUNE: LEFT NORTH SOO CITY AT 8:00 A.M. FOLLOWED THE MISSOURI RIVER TO PIERRE, S. DAK. NICE SMOOTH FLITE. IHR. 36MIN. FUELED

WITH 100 LL. USED COURTESY CAR TO GO IN TOWN COFFEE AND ROLLS. CHECKED WITH FLIGHT SERVICE; WEATHER PREDICTED FRONTAL CONDITIONS FOR MONTANA LATER IN DAY. DEPARTED PIERRE AND CONTINUED FOLLOWING RIVER. LANDED MANDAN, N. DAK. 1HR.06MIN. FUELED AIRPLANE GOT RID OF SOME COFFEE AND DEPARTED FOR WILLISTON, N. DAK. ARRIVED WILLISTON 1HR.10MIN. LATER. ABOUT THIRTY MINUTES AFTER WE ARRIVED THE FRONT CAME THRU. THE AIRPLANE WAS HANGARED AND WE SPENT THE NIGHT AT THE SELECT INN, WHICH WAS THE BEST MOTEL FOR THE MONEY ON THE TRIP.

4 JUNE: DEPARTED WILLISTON FOR HAVRE, MONTANA. 2000 ft. CEILINGS AND LOTS OF TURBULENCE. LANDED AT GLASGOW AFTER 52 MINUTES FOR A BREAK. DEPARTED GLASGOW FOR HAVRE AND ARRIVED THERE 59 MINUTES LATER. AFTER A HALF HOUR COFFEE BREAK; FILED FLITE PLAN (ADVISE CUSTOMS) FOR LETHBRIDGE, ALBERTA. DEPARTED HAVRE USING THE VOR FOR NAVIGATION. THE LORAN WAS VERY ERRATIC. AFTER ABOUT TWENTY MINUTES WE LOST THE VOR BECAUSE OF LO CEILINGS. FLEW COMPASS COURSE OVER SOME VERY DESOLATE COUNTRY. FINALLY PICKED UP THE LETHBRIDGE VOR. AFTER LANDING THE TOWER DIRECTED US TO CUSTOMS PARKING AND TOLD US TO REMAIN IN THE AIRPLANE. WE WAITED FOR SEVERAL MINUTES WHEN I SAW THIS GUY WAVING--US INTO THE BUILDING. I HAD ALL THE DOCUMENTS FOR THE PLANE AND OUR BIRTH CERTIFICATES. WHEN WE ARRIVED IN THE CUSTOMS OFFICE HE ASKED FOR OUR DRIVERS LICENSE! THAT WAS IT. IN ABOUT THREE MINUTES WE WERE ON OUR WAY. THE CANADIANS REALLY TREATED US GREAT. WENT TO FLITE SERVICE TO CHECK WEATHER. LO CEILINGS, RAIN AND CLOUD. DECIDED TO HANG IT UP FOR THE DAY.

Join The

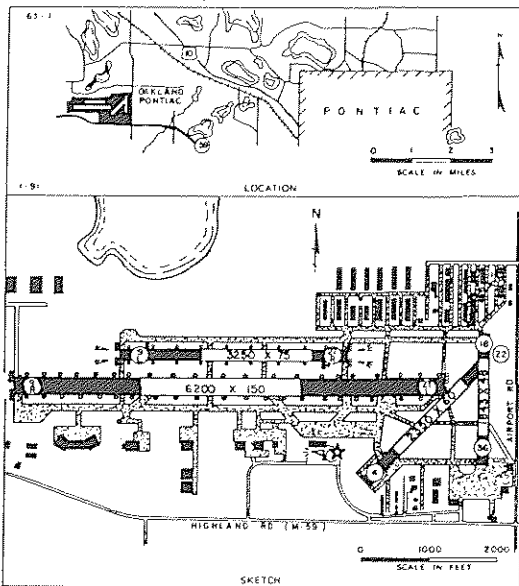


Gathering

Welcome T-18 Pilots And Enthusiasts

May 22nd & 23rd, 1993
Pontiac, Michigan - Oakland Pontiac Airport

PONTIAC, OAKLAND PONTIAC



RWY LENGTH BEYOND DSPLOD THR	COORDINATES	ELEV
04/ - * 09L/ - * 09R/ - * 18/ -	N 42 39 9	980'
22/ - * 27R/ - * 27L/ - * 36/ -	W 083 25 1	
ARPT OAKLAND PONTIAC (PTK) IAP	RDO FAC CTA/FWY 120 S, GND 121 9	
CLASS A	121 75, ATIS 125 45, CLND DEL 116 25,	
LGT, ROTG BDN, HIRL, MIRL, VASI, REF, MALSR	DTW APP/DEP (R) 124 9, ILS, U-122 95	
--ON REG TWR, AFTR TWR OPNS* HIRL PRS LT	(ALSO SEE FRO S)	
INSTRY CTL, MALSR--STD PCL CTA	VOR/DME DIR/DIST 111 0 (PS) 119' 4 9	
MGR: DAVID VANDERVEEN	IRM TO FLD	
PHONE: 313/666 3900	FUEL: 100, JET A	
FBO: ADL 666 3500 (U 129 62), AVANTGARD 666	RPR, MAJOR AXP, AVIONICS, PROP, INST	
3730 CENTURY AVN 666 1200 (U 129 55)	WX, FSS, LAN 600/692 7433 (PTK AREA)	
CHRISLER PENTASTAR AVN 666 2630 (U 131 15)	TIBS FAX 202, LAWRS	
HALL AVN 666 1031 (U 666 1865) IFL EAST 666	SNW RMVL: YES	
9600 (U 121 725), LY CON 686 3990, METRO ACI T	TRNSP: RNTL CAR 1AXI	
INSTR 666 3670, MICH AVN 666 3440 (U 131 0)	MEALS AT ARPT ADJ	
ROYAL AIR 666 3070 (U 130 0), TRADE WINDS 666	RDN: IN TOWN 5 0 MI	
4877, WATLH ORD AVN 666 3333	ATRD: 24 HRS	

RMK: *TWR OPN 600 2400, CUSTOMS AVBL 064 R FLT ARPT, MIN 5 HR ADRY NOTIFICATION REQ
313 226 3140, WINTER MOD CALL U 122 95 (2400 SH-5) 1 DM SNW FLOW ADVISORY

Join the local T-18 pilots and builders from the Detroit Metro Area for a weekend of fun, celebrating 30 years of the Thorp T-18. Several well known T-18 pilot/builders will be on hand to share their flying and building experiences. Also, hear some very interesting history about T-18 development.

Pontiac Airport is approximately 25 miles North of Detroit and is a controlled field, but fear not!! If you fly in, tell the controller on initial call up that you are part of the T-18 group and you will receive V.I.P. treatment. A special roped off tiedown area will be provided for T-18's only.

There are restaurants on or near the field for our Saturday night dinner and Sunday breakfast.

A Comfort Inn Motel on the field will provide rooms at corporate rates. So, when you call, tell them you are with the T-18 group. Phone (313) 666-8555.

For further information contact:

Al Bosonetto Day; (313) 651-1333
Night; (313) 261-6852
FAX; (313) 651-2650





HELP BRING KAY THORP TO OSHKOSH 93

I talked to Mrs Thorp today, Jan 31, and she is very excited about coming to Oshkosh for the 30th Anniversary of the T-18. Please do what you can to help make this possible. Several folks have jumped the gun on this and sent their contributions. Thanks! I'm going to start calling Monday to try and find a room she will have John's sister staying with her, Mrs. Marcella Thorp Emerick. I understand quite a number of you have ordered her book about John. "The Spirit of John Willard Thorp". She is planning to enlarge the book to include some of the fine letters you have written about John, and have it for sale at Oshkosh 93.

RENEWAL TIME FOR THE T-18 MUTUAL AID SOCIETY

In order to keep track of the dues and not have to send out renewal notices throughout the year, there are all due in Jan. This lets me know at the start of the year how many copies to print. If wish to be dropped from the newsletter let me know. I didn't drop anyone last year for not sending their due until late in the year. This runs up the printing and postage costs unnecessarily. So please help out here and send you dues this month. Also if you have a change of address let me know as soon as you can. Since we use bulk mail the newsletters will not be forwarded by the post office.