

T-18 NEWSLETTER

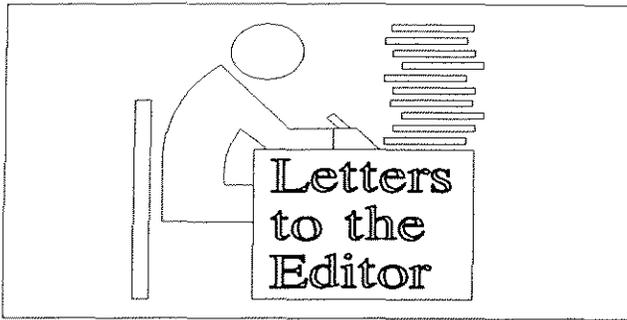


"NOSE ART THORP T-18 STYLE"

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THORP T-18 DRAWING LIST

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.



Dear Rich,

Well, I don't write often, and unfortunately I am writing with bad news. Last week I learned a good lesson the hard way and wound up ground looping my T-18. On roll out from a wheel landing I hit a large bump across the middle of the runway at about 35-40 mph. I was in the typical roll out mode with the airplane in a three point attitude, flaps up, and the stick aft. After reviewing the situation, it appears the main gear were bumped into the air as the tail wheel remained in contact with the runway. The limited rudder authority at this speed did not compensate for a movement to the left which became extreme when the main gear returned to the runway. The result was a runway departure and ground loop. Thankfully, no one was hurt.

Due to finances and time, I probably will not get into the rebuild until this winter, and maybe fly next spring. I will be on the lookout for the following parts if you or any of our readers have any leads for me:

Right Outerwing Panel parts

Right Aileron and Flap

Wing skins (I may go ahead and replace the center section with .032 " skins)

Fiberglass Wheel Pants (Rat Ray)

Rat Ray aluminum spinner

It was a real eye opener. Remember, until you're dead stopped, things can get out of control in a hurry! Take care and I would appreciate anyone's response.

Sincerely, Jim Cash 9003 Green Leaves Dr.
Granbury, TX 76049 Home: 817-573-7766
Work: 817-224-0658

Dear Richard:

The last issue of the T-18 news letter was among the best yet! Keep up the good work.

I have my T-18 certified for Day-Night and VFR-IFR and fly it pretty much as I would a factory built of comparable speed etc. The similarity ends about there however. In a Bonanza, for instance, I was accustomed to more cockpit room and better roll stability. Most of the good cross-country factory machines are equipped with an autopilot of some kind. I found that the T-18 was a real handful IFR in a little chop if one had to fold charts or look up an approach plate. Pitch (altitude control) didn't seem to be much of a problem however.

I looked at the experimental aircraft type wing leveler but decided in favor of an Edo-Aire Mitchell Century 21. The used Century 21 I bought had been removed from a 1980 Mooney. It cost \$1500. including late model square face DG and Horizon, harness, Mooney installation kit, panel unit, and servo.

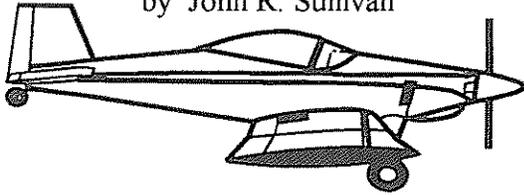
The installation was easy. The servo fit under the passenger seat and required a large hole in the aft side of the spar box. I fabricated a doubler to beef up the area around the servo hole and help distribute the load. The gyros were too deep for behind the panel mounting but front mounting worked OK. Everything else pretty much bolted in. The Mooney install kit is perfect for the T-18. The push-pull tube bolts up directly to the walking beam. Some forming of the right aileron push-pull tube was required to clear the servo shaft but this conflict could have probably been avoided had I mounted the servo a little lower. The servo drives from the bottom of the wheel rather than the top as on the Mooney. This requires the reversal of the roll left & roll right wiring to the servo to obtain proper sensing. The servo doesn't know the difference however.

I now have a very good wing leveler with other nice features. If others are flying much X-C VFR or IFR, I suggest they look into this relatively inexpensive device to enhance safety and decrease workload.

Also, Rich, please update my address if not already done. Sincerely, Evan Roberts P.O Box 8288 Horseshoe Bay, TX 78657

THORP CHECK-OUT

by John R. Sullivan



I sort of promised this a long time ago, and started to write it a couple of times. But it never seemed right. Then, this morning, I was going through back issues and came upon your “Check-out” story of 2-3 years ago, and the whole thing came into focus. That is, I figured out what I wanted to say. (This is the problem when you deal with somebody who makes his living with words. Everybody else just writes and it works out. We work hard at it.) Anyway, here’s what I have to say on the subject of learning to fly a T-18, based on my own (expensive) experience. You guys who have been at it for years can skip to the next article.

When I bought N2357 last Fall, I knew I was in for a learning experience. I just had no idea what I’d learn. Although I have a fair number of hours and ratings (900+, Comm., Instrument) I’d never, in 10 years, flown a taildragger until a couple of months before buying the Thorp. And those were the first hours I’d logged in any plane in two years. When Ed Jones handed the plane off to me, I had about 5 hours tailwheel time — in a Champ. Now, you folks who live further West seem to be in better shape than we in the East; that is, you have a fair number of experienced Thorp flyers — many CFIs — to tap for checkout experience. Not so around here (Northern Virginia). In fact, my search turned up no CFIs within striking distance with any experience at all in the T-18. Mistake number one was doing what I thought was the next best thing: climb in the plane with an instructor who had lots of time teaching in other taildraggers. This might have been acceptable with other instructors, but not with mine. We didn’t exactly hit it off personally, and he seemed more nervous than I was about flying the plane. Worse, he tried to cover up his

uncertainty with macho-man behavior. Ugh. But we did fly. Fortunately, I had read the newsletters and talked at length with Ed Jones, the previous owners, Rich Snelson and others, so I had a good grasp of the numbers and aircraft behavior to expect. And things went pretty well: airwork was no problem — and more fun than I’d had in a plane in years — and my first few landings were (miraculously) greasers, with the plane softly flying onto the runway at 90 mph, just as the previous owner had promised. My “instructor” was more like a tour guide, occasionally telling me which direction to fly to the next out-of-the-way airport. I was just getting a firm grip on directional control when the “tour guide” came to life — at about 80 mph and 3 feet off the runway — and suddenly twitched the stick aft. The result, of course, was a quick, brief climb, followed by a sudden stall onto the concrete. I never did learn why he did that. My own guess is that he got scared and thought that was the way to get on the ground quickly. I guess it was, but... He certainly learned what I would do to him if he ever did it again, and we went home. And so it went for five flights: I’d take off and land, he’d yell about the landing checklist, and neither of us learned much. My landings ranged from great to terrible, and my so-called mentor, not having a clue about the plane himself, was unable to suggest how to make them consistent. The end (well, not quite THE end) came early one morning as I was making my fifth landing of the day, each worse than the last, with no comment from the right seat. This time, I just let it get too slow, too high over the numbers, with the result that the poor bird stalled and slammed in on the mains, hopped twice, and rolled unsteadily to a halt. Fortunately, I had learned the value of good directional control; we conducted all these gyrations right along the centerline. Unfortunately, the strong Thorp isn’t that strong, and the mains were irreparably damaged. There had been no prop strike, thank God. Over the winter, I installed new landing gear and motor mounts, generally rehabbed the brakes, interior, electrics and other parts, and built some taildragger time in a Citabria. And when Spring came, on the

advice of an EAA tech counselor who was a lot smarter than I. I called the insurance company, told them my instructor was no longer available, that I had what I thought was a reasonable amount of experience in the plane, and won their okay to solo. Without a tour guide around, I've done well ever since and even managed to safely land in a very strong, gusty crosswind during a recent trip to Montreal. There are several lessons that I took away from this experience: 1) Find a check pilot with knowledge of a Thorp: 2) If your insurance insists that he be a CFI, and you can't find a qualified CFI, have a frank and full discussion of reality with the company 3) If they still don't get it, ignore them and choose experience over credentials. Life is a better choice than pleasing the paper-pushers. 4) Don't let the T-18's performance and hot reputation intimidate you. It's not quite a pussycat, but it is a straightforward, no-surprises plane that will not let you down if you treat it right. 5) If you don't have much tailwheel time, park the Thorp for a while and fly a Citabria, Champ or other similar plane until you have made most of the mistakes available to taildragger pilots. As Jim Reed, who built my plane, wryly remarked one day, "Thorps don't make the best primary trainers." But once you have reduced the possibility of surprises, smile, get in your Thorp and have fun. With a little time to acclimate to the T-18s fast, powerful control response, you will find that twitches that would give you fits in a Champ are nothing more than interesting moves in your Thorp. And you can get around the pattern fast, fast, fast. 6) Install stall strips if you don't have 'em already. I followed Tom Kerns' instructions, but substituted 3/8" aluminum angle 5-1/2 inches long, riveted halfway out on the inner wings. Among other benefits, the strips convert the traditional Thorp stall-plunge into a stall-mush — a lot safer (and cheaper) event when you get slow a couple of feet above the runway.

John R. Sullivan

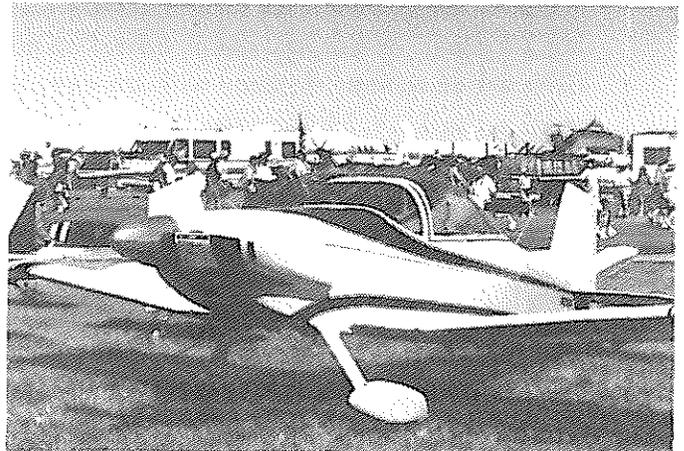
A TASTE OF OSHKOSH 95!



The Nature Center Picnic followed by the forum was well attended. The tent was nearly full. Lyle Trusty was on center stage telling about some of the modification he has made to his Thorp T-18.

Well lets see! I think I know that airplane anywhere, it's Bob Highley?
No, I don't think so.

I've got it! It's Spot! Bill Williams got it painted ! Congratulations Bill!



ready for the 7:00 A.M. trip to the airshow.

I'm not sure we thought they really meant "0700 hours," but the motorcade departed for the field on time and at 7:30 the ten aircraft were pushed out to the display area. The Dayton 610 Chapter members had coffee, juice and donuts available after the planes were in place. At 10:00 A.M. we moved the planes to the flight line and after a lot of photos we taxied to the show ramp for our 20 minute fly-by. It was great fun, bringing the Thorp around the field and over the runway in front of that large crowd. After the fly-by it was back to the display area for an afternoon of questions from the many interested show visitors. Sunday was more of the same and found us sitting under the tent with our feet up, tired but very happy at the end of the day. The weather was not cooperating so we spent another night hoping for better conditions on Monday. With bare VFR minimums, we finally got off at 2:30 P.M. for our flight home.

RoxAnne and I wish to thank The Dayton Airshow and all the members of EAA Chapter 610 for their hospitality and work to make this the premier award event of homebuilding and flying.

Please don't think that this piece was written to show off for winning the award. RoxAnne and I didn't start out to build a show plane. We built a practical safe flying machine that is perhaps a good representation of the Thorp design. Our message is, that the Wright Brother's Award is obtainable even by us. Keep in mind that the committee selects five kit and five plans built types each year. This is to insure the kit folks don't get all the awards. The former winners vote on which types will receive the awards. For the Thorps, we select a winner or best T-18 at Oshkosh each year that becomes the candidate for the Wright Brother's Award. A little extra work on your bird and you might get you a trip to Dayton in the future. Past winners of the Wright Brothers award include T-18 builders:

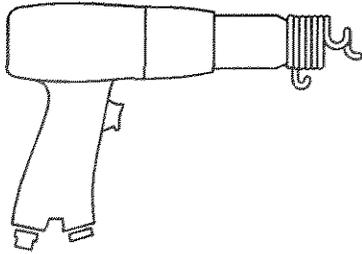
Past Winners of the Wright Brother's Award

- 1994 Ron and Jane Hayes
- 1993 John & Vickie Evens
- 1991 Ed and Janattee Ludtke
- 1990 Gene & Thelma Sloan
- 1989 Paul and Steve Kirik
- 1988 Gus Gordon
- 1987 Dave Eby
- 1986 Jim Paine
- 1985 Carl Lipscomb
- 1984 Nate Eastman
- 1983 John Walton
- 1982 Lee Skillman
- 1981 Henry Steinginga
- 1980 Richard Schaefer



If the Thorp's are lucky in 1996 this fine gentleman will be the next winner of The Wright Brother's Award. Mr. Tom Kerns pictured here with his daughter Betsy at Oshkosh 95. They're holding the trophy for the best T-18 1995. Congratulations Tom.

Builders Corner



In the Builder's Corner this month: A trim system limit switch setup that Ken Morgan submitted. It's very clever in that it avoids the use of relays for reversing the trim motors travel. When installing the wiring for the trim it could be useful to install a circuit breaker of the switch type that would allow turning off the trim motor in the rare case that it would become stuck on.

At the request of several members I have included a list of the complete set of Thorp drawing with revisions and dates. This should be helpful in checking which drawing you have in your set. The list was sent to me courtesy of Ecklund Engineering, who now supplies the original Thorp prints.

CUTTING ALUMINUM- ANOTHER WAY.

In one of Tony Bingelis' books, he lists about 12 or 14 different ways to cut metal. Shears, snips, band saw, hacksaw, torch, maybe a chisel. A different way (at least for aluminum) is to use a router. In my other hobby (cabinet making), I frequently use my router to cutout parts, especially if I have a pattern to follow. Based on a suggestion from an RV builder, I tried my router to cutout some aluminum. It works like a charm. The first thing you need are a pair of earmuffs. This is not a quiet operation. I have a Black and Decker 1/2 horsepower router, and equipt it with a 1/8 carbide tipped blade (nothing special, a single flute wood type blade from Home Depot). Set up a straight edge and follow along the straight edge with the router base. one pass will true up one edge of an aluminum sheet. You can procure (for about \$12 at the B & D dealer) a template follower. This bolts onto the router

base, and is a flanged bushing that will permit you to follow a straight edge or a pattern. The pattern has to be cut undersize by a function of the little bushing size, but once set up, multiple copies of a given pattern take no time. I generated a pile of rib blanks in just a few minutes. The edges left by the bit are pretty clean, and require minimal attention (polish up with some 400 grit paper). I have used this method on .020, .025, .032 and .040 stock aluminum. Haven't tried any thicker stock. A little practice will give you an idea of how much support the edge of the cut will require. I would like to acknowledge Chris Ruble (RV-6 builder) of San Jose for showing me the routing way to go. Sincerely, Ed Lambert. email address is: ed_lambert@qmsmtp.rdyne.rockwell.com

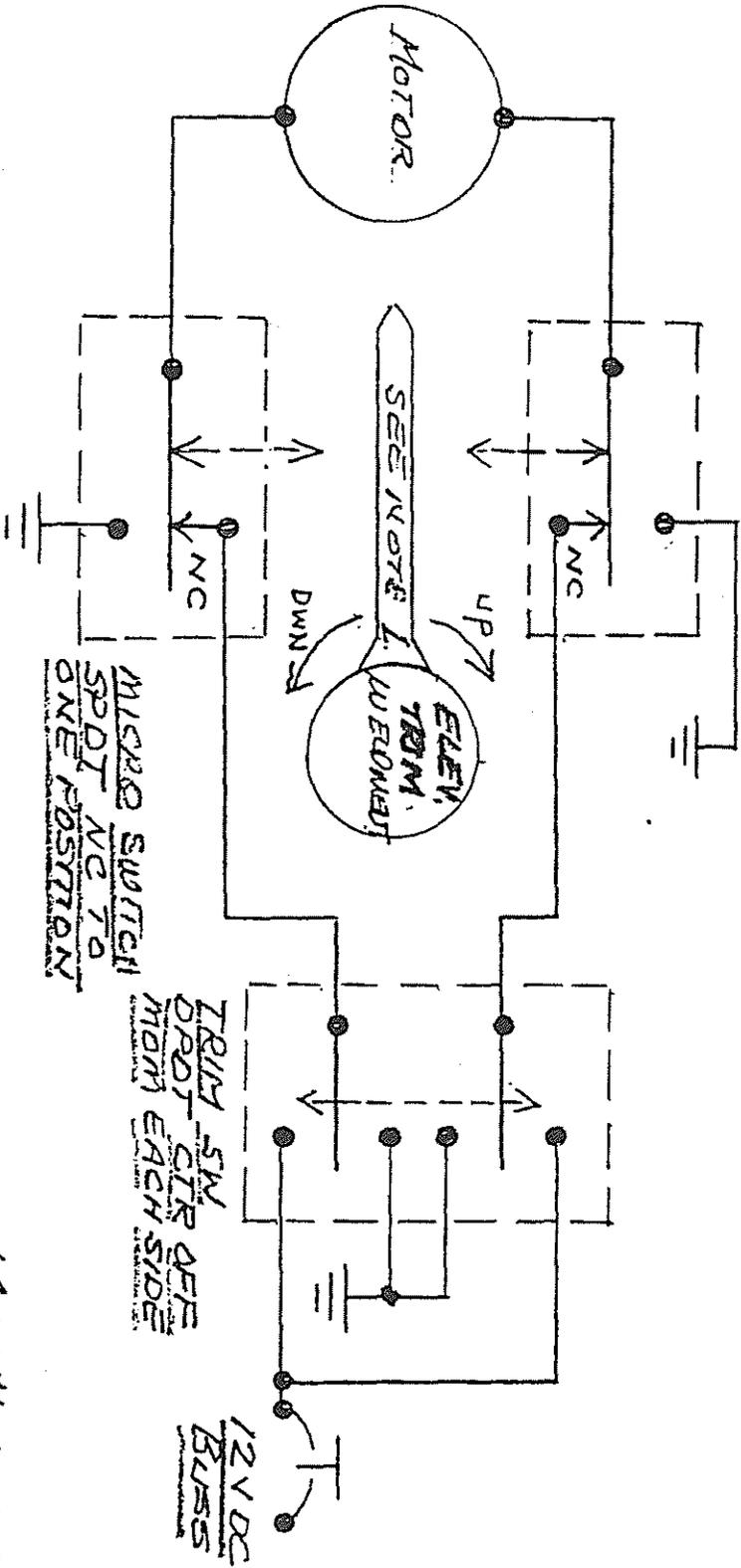
Shop Note:

Stubborn Phillips screws can sometimes be removed by putting a dab of lapping compound in the criss-cross slots. I use Permatex 34A, Valve Grinding compound. The Abrasive gives the screw-driver more bite.

If you have to cut the screw head off with an abrasive wheel, it is helpful to have installed a washer under it. This prevents cutting into the underlying sheet metal. from: David Hamilton

TRIM SYSTEM SCHEMATIC

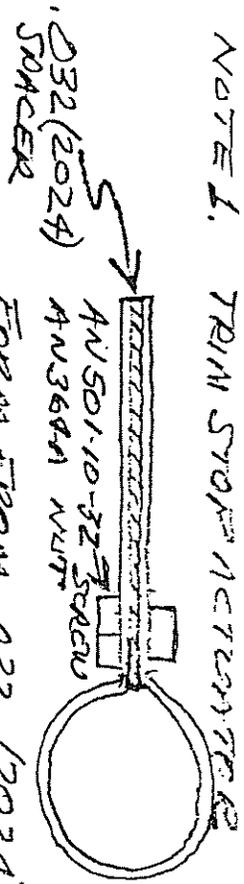
THIS SCHEMATIC DOES NOT USE RELAYS. THE SYSTEM WILL OPERATE IN EITHER DIRECTION DEPENDRING ON DROT SWITCH POSITION. IF TRIM IS DRIVEN TO THE STOP IN EITHER DIRECTION MICRO SWITCH WILL OPEN. TRIM SWITCH MUST THEN BE REVERSED (OTHER DIRECTION).



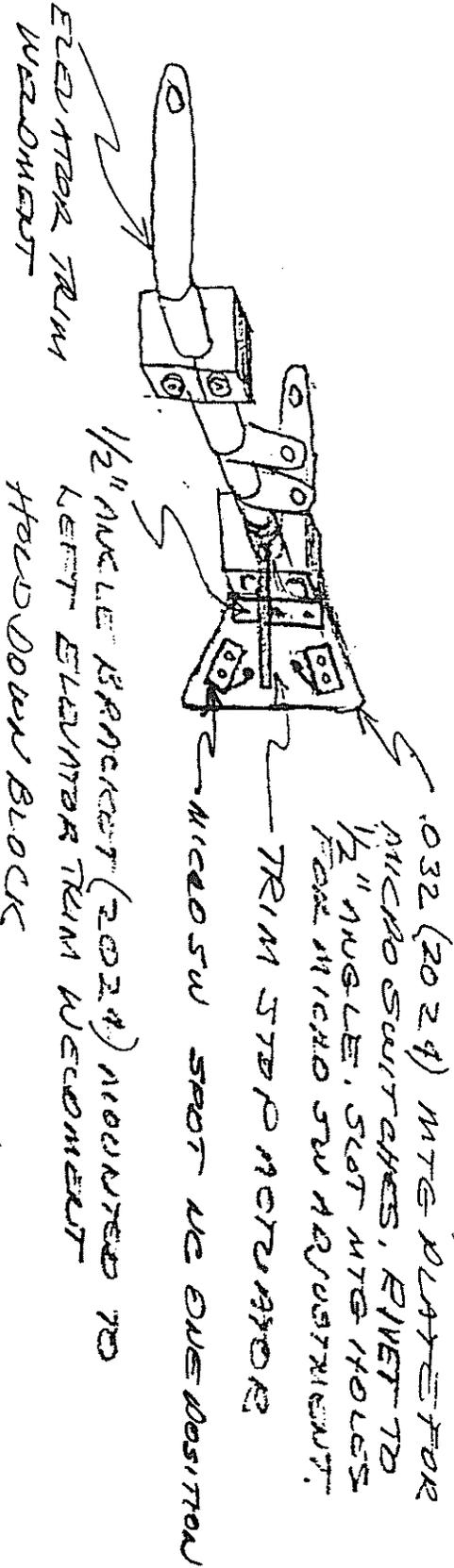
KAL WILSON
1-15-91

TRIM SYSTEM UNIT SWITCH ASSEMBLY

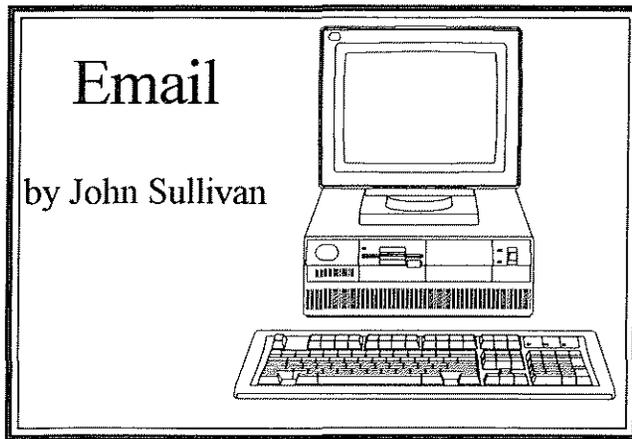
NOTE 1. TRIM STOP MECHANISM



AROUND ELEVATOR TRIM WECCOMENT



KEN MORSEMAN
1/15/91



For those Thorp owners and builders who just can't wait for the next newsletter, or who need an answer now, to a pressing question, there is an alternative to bugging our long-suffering editor. It's called America Online(AOL), the electronic on-line service, where a growing number of Thorp flyers and builders are exchanging information (with the usual ration of nonsense) through a T-18 bulletin board. The service is easy to use, once you get the hang of a few simple steps, and fast. Granted, you have to have a computer and modem, but you always wanted an excuse to buy one anyway, right? And what better reason than this. AOL is also very versatile. Not only do Thorp folks trade questions, answers, and other information, but they also sent mail directly to each other. A fringe benefit is that you can also glean knowledge about other planes, equipment, building techniques, etc. via dozens of other aviation bulletin boards. (Yes, other on-line services have similar facilities. But the Thorp bulletin board is active on AOL.) You can join AOL by calling 1-800-827-6364 and requesting a disk that contains the necessary software. Or, ask at a local computer store; often the on-line services give away disks through retailers (a month or so ago, computer magazines included free on-line software, too). With the disk comes 10 hours of free air time. After that, AOL costs \$9.95 a month for up to 5 hours of time. Unless you become a cybernerd, that's plenty. I won't go into the steps to set up your computer. The AOL disk will lead you through it. But, once you connect with AOL, you will want to race right into the Thorp forum, right? Here's how:

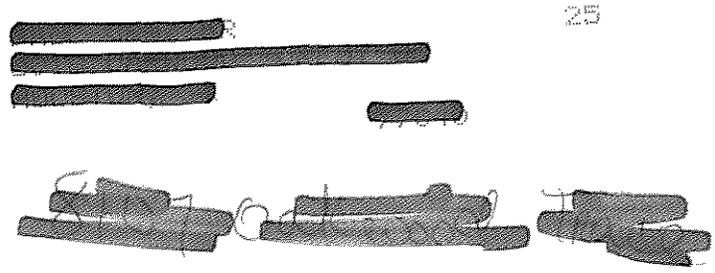
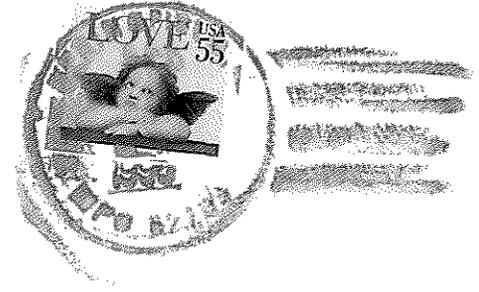
1) On the top of the screen is a string of little icons. One features an arrow that curves down from the top of the box. If you click your pointer on that arrow, the "Keyword" box will appear; type in the word "FLY" and click OK or press the ENTER key. 2) In a few seconds, the aviation screen will appear, and in the lower right corner of it you'll see a box that says, MESSAGE

BOARDS. Click on that. 3) When the next box comes up you'll have several choices. Click on the box that says LIST CATEGORIES. 4) What appears next is a list of all the available message boards. There are a lot of them, and you'll probably want to explore some. Right now, however, you should scroll through until you see a line that says HOMEBUILTS AND EXPERIMENTALS. Highlight the line by clicking on it, then click on the LIST TOPICS box. 5) Now you'll see a list of all the message boards devoted to homebuilts. There are boards for Pitts, Glasair, RVs — you name it. There are boards on metalworking, engines, instrumentation, and on and on. Scroll about half way through and finally a board for THORP T-18 will appear, along with the number of messages that have been posted (on the day I wrote this there were 120) and the date of the last one. Highlight the line and then click on one of the boxes at the bottom. There are several choices: You can list all the messages, starting at the very first. Or, you can begin reading the very first message. Or, you can ask to look at only those messages that have been posted in the past so many days (you tell it how many days you want to search). Once you have entered the bulletin board, the system keeps track of the date of your last visit, so in the future you can ask to see only those messages posted since you last looked in. (You can also get help any time you need it.) The bulletin board is used by many Thorp owners to ask questions relating to the operation or maintenance of their planes. Rich Snelson uses it to post information about upcoming events. Anyone with an answer to a question they see, can immediately send a response. If you have a question of your own, or want to pass on a bit of advice, tell about a recent experience, or bug Rich Snelson, all you have to do is click on the box at the bottom of the screen that says, POST A MESSAGE. If you want to send a note directly to someone, move your pointer to the top of the screen, click on MAIL, and use the person's "Screen Name" to address the message. (As you scan the messages, you'll see the screen names of the writers. Some appear frequently — not too much, just a lot — and others less so.) Rich Snelson is RSnelson1. I'm JRSullivan. Lyle Trusty isDadTrusty. Tom Kerns is N10TK. Eventually, as more folks start using this medium, a list of Screen Names will probably appear in the newsletter, and be attached to the membership list. Try AOL. I think you'll like it. The Thorp bulletin board has the potential to be a real forum of news, technical information and ideas.

A-	582	DOUBLER ASS'Y BLKH STA 199.75	576	11x17	10 DEC 65
	583	FITT'G-TAIL GEAR STA 199.75	576	8.5x11	8 OCT 62
	584 L	FITTING ASS'Y HORZ TAIL PIVOT	575	17x22	1 JAN 63
	585	RIB-SECOND - RUDDER	569	8.5x22	9 OCT 62
A-	586	RIB-THIRD - RUDDER	569	17x22	2 JAN 63
	587	BEAM-UPPER - RUDDER	569	8.5x44	5 NOV 62
	588	BEAM-LOWER - RUDDER	569	17x33	6 NOV 62
B-	589	SPRING - TAIL GEAR	590	25.5x22	23 FEB 69
A-	590	INSTALLATION - TAIL GEAR	548	17x33	22 FEB 69
A-	591	FITT'G-TAIL GEAR STA. 191.75	575	8.5x11	2 NOV 65
	592	BULKHEAD ASS'Y STA. 76.5	580	17x33	12 MAY 63
B-	593	SKIN-FUSE. SIDE (FLAT LAYOUT)	580	17x44	16 NOV 65
	594	SPACER - HORIZ TAIL PIVOT	595	8.5x11	11 JAN 63
C-	595	INSTALLATION - HORIZ TAIL	548	17x22	28 FEB 69
A-	596	BULKHEAD ASS'Y FUS STA 94.2862	580	17x33	8 FEB 63
	597	FITTING FUSE STA 94.2862	596	11x17	10 JAN 63
A-	598	FRAME FUSELAGE COCKPIT - AFT	580	17x33	8 FEB 63
	598 -1	FRAME FUSELAGE COCKPIT - AFT	580	17x22	1 NOV 65
	599	JOINT MAIN BEAM - FUSELAGE	548	25.5x33	8 FEB 63
	601	BULKHEAD ASS'Y FUSE STA 69.928	580	17x33	11 FEB 63
	602 L	FITTING MAIN BEAM - FUSE ATTCH	601	11x17	11 FEB 63
	603	DASH	580	17x22	21 APR 63
	604	FIRE WALL	580	17x22	3 APRIL 63
D-	609	DESIGN REFERENCE		17x33	4 APRIL 65
	611	AFT ROOT RIB - HORIZ TAIL	502	8.5x22	25 MAR 64
	612	LEADING EDGE RIB HORIZ TAIL	502	8.5x11	25 MAR 64
	613	REAR BEAM - HORIZONTAL TAIL	502	8.5x22	3 APRIL 64
	615 L	RIB-TRAILING EDGE CENTER WING	532	17x22	10 MAY 64
	617	JOINT REAR BEAM - FUSELAGE	548	17x22	28 OCT 64
	623	TIP WEIGHT - HORIZONTAL TAIL	595	17x22	28 FEB 69
	631	INSTALLATION - WING FLAP	548	34x66	12 OCT 67
	632 L	ASSEMBLY - WING FLAP	631	17x33	31 MAR 65
	634 L	RIB ASS'Y - INBOARD - FLAP	632	8.5x22	21 APR 65
	635 L	RIB ASS'Y - OUTBOARD - FLAP	632	8.5x22	1 APRIL 65
	636 L	BEAM WING FLAP	632	8.5x33	2 APRIL 65
	637	HINGE PLATE WING FLAP	631	8.5x11	8 APRIL 65
A-	638 R	MAST WING FLAP	631	8.5x22	29 MAY 66
	639	REAR BULKHEAD - SPINNER	640	17x22	19 OCT 64
	640	SPINNER ASSEMBLY	548	17x33	19 OCT 64
	641	SPINNER SHELL	640	17x33	20 OCT
	642	FRONT BULKHEAD - SPINNER	640	17x22	22 OCT 64
A-	650	ASSEMBLY - CANOPY	548	25.5x55	4 JULY 72
	651 L	WHEEL FAIRING	548	34x44	16 NOV 71
	662 L	NOSE RIB ASS'Y - WING FLAP	632	8.5x11	22 APR 65
	669	DECK - FUSELAGE	580-16	25.5x33	31 OCT 65
	686	BEARING CAGE ELEVATOR TRIM SYS	701	8.5x11	10 DEC 65
	689	BEARING BLOCK ELEV TRIM SYSTEM	701	8.5x11	10 DEC 65
	694	NUT ELEV TRIM SYSTEM	701	8.5x11	12 DEC 63
A-	701	INST'L ELEV TRIM JACK ASS'Y	715	17x22	18 FEB 66
	702	BUSHING ELEVATOR TRIM SYSTEM	701	8.5x11	12 DEC 65
	703	TORQUE TUBE ASS'Y ELEV TRIM	701	17x22	15 DEC 65
	704	JACK SCREW ELEV TRIM SYSTEM	701	8.5x11	12 DEC 65
	707	SPACER ELEVATOR TRIM SYSTEM	701	8.5x11	5 JAN 66
	715	INST'L ELEVATOR TRIM SYSTEM	548	17x22	19 JAN 66
	716	CONTROL HEAD ELEV TRIM SYSTEM	715	17x22	17 JAN 66
	719	TERMINAL - FLEXIBLE SHAFT	701	8.5x11	18 FEB 66

	721	HUB - TRIM WHEEL	716	8.5x11	18 FEB 66
	722	BEARING - TRIM WHEEL	504	8.5x11	19 FEB 66
	727	RING ASS'Y - DYNAFOCAL MOUNT	728	25.5x33	28 APR 66
	728	DYNAFOCAL ENGINE MOUNT ASS'Y	548	25.5x22	13 MAY 66
	733	JIG - DYNAFOCAL MOUNT		25.5x33	13 MAY 66
	734 L	BRACKET - WING FLAP	632	8.5x11	10 NOV 67
A-	736 L	FLAP PULLEY INST. OUTBOARD	631	11x17	26 MAY 66
A-	740	FLAP PULLEY INST. INBOARD	631	17x22	1 JUNE 66
	742	LEVER INSTAL'N FLAP CONTROL	631	25.5x33	30 MAY 66
	743	DETENT - FLAP CONTROL	742	17x22	26 JUNE 66
	744	EXTRUSION - RUBBING STRIP		8.5x11	10-31-46
	751	SEAL - CARB. AIR BOX	781	17x22	8 OCT 67
	781	ASSEMBLY - CARB. AIR BOX	548	34x33	28 APR 68
	782	WELL CARB. AIR BOX	781	11x17	8 OCT 67
	791 R	COLLAR - FLAP MAST	632	8.5x11	10 NOV 67
	792	INST FUEL GAGE SENDING UNIT		17x33	6 APR 68
	796	INSTALLATION PITOT-STATIC	548	17x22	11 JUNE 68
A-	850	INSTALLATION - BATTERY BOX	548	34x33	8 JUNE 70
	852 R	SEAT MOUNTING FRONT - OUTBOARD	855	17x22	15 NOV 70
	853	SEAT BRACKET FRONT-INBOARD	854	8.5x11	9 NOV 70
	854 L	SEAT MOUNTING FRONT - INBOARD	855	17x22	6 NOV 70
	855	INSTALLATION SEATS	548	34x44	24 NOV 70
	856 R	SEAT BRACKET FRONT - OUTBOARD	852	8.5x11	2 DEC 70
	857 L	SEAT SUPPORT REAR	855	25.5x44	20 NOV 70
	858	LOOP - HARNESS	855	8.5x11	7 DEC 70
	859	ANCHORAGE SHOULDER HARNESS	855	17x22	8 DEC 70
	860 R	ANCHORAGE SEAT BELT OUTBOARD	855	17x22	22 DEC 70
	861	ANCHORAGE SEAT BELT - INBOARD	855	17x22	23 DEC 70
A-	862	TAIL SPRING - HEAVY DUTY	589	17x33	20 JUNE 71
	863	VALVE - CARB. AIR BOX	781	17x22	16 JULY 71
	864 L	BRACKET - WHEEL FAIRING	651	17x22	8 DEC 71
	865	FAIRING LANDING GEAR LEG	866	25.5x33	26 DEC 71
	866	INSTALLATION GEAR LEG FAIRING	548	17x22	3 JAN 71
	867	BODY CANOPY LATCH	870	11x17	27 JUNE 72
	868	HOOK - CANOPY LATCH	870	8.5x11	28 JUNE 72
	869	INSIDE HANDLE - CANOPY LATCH	870	8.5x11	29 JUNE 72
	870	ASSEMBLY CANOPY LATCH	650	11x17	28 JUNE 72
	871	OUTSIDE HANDLE CANOPY LATCH	870	8.5x11	28 JUNE 72
	872	STUD CANOPY LATCH	870	8.5x11	29 JUNE 72
	873	SHAFT CANOPY LATCH	870	8.5x11	30 JUNE 72
	874	PIN CANOPY LATCH	870	8.5x11	30 JUNE 72
	875	FLAT LAYOUT- BODY CANOPY LATCH	867	8.5x11	2 JULY 72
	876	COVER PLATE CANOPY LATCH	870	8.5x11	2 JULY 72
	877 L	CANOPY TRACK SIDE	580	8.5x33	19 JULY 72
	905	DRIVING LUG PROP SHAFT EXTENS.	1072	8.5x11	26 OCT 69
	1070	EXTENSION PROPELLER	1070	17x33	7 OCT 64
	1071	DRIVING LUG PROP SHAFT EXT	1070	8.5x11	7 OCT 64
	1072	EXTENSION PROPELLER SHAFT		17x33	25 OCT 64
	1159	FILLER NECK FUEL TANK	514	17x22	19 MAY 64
	1160	ASSEMBLY FUEL FILLER CAP	514	8.5x11	8 JUNE 55
	1188	SEALING RING FUEL FILLER CAP	1160	8.5x11	8 JUNE 55
	1189	COVER FILLER CAP	1160	8.5x11	8 JUNE 55
	1190	PLATE ASSEMBLY FILLER CAP	1160	8.5x11	9 JUNE 55
	1191	PLATE FILLER CAP	1190	8.5x11	8 JUNE 55
A-	1192	WING NUT FILLER CAP	1160	8.5x11	9 JUNE 55
	1439	SEAL CANOPY	650	8.5x11	26 AUG 61

T-18 NEWSLETTER
 ROUTE 3, BOX 295
 CLINTON, IL 61727
 1-217-935-4215
 Issue #96, Sept 95



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4th Annual Placerville Fly-In
 Sept 22-24
 Info: 408-365-8836

NOTE: I had so much good material for this newsletter that I left out the editors column. I would like to mention that the Oshkosh Friday events in the Nature Center were well attended. The picnic and the Thorp Forum were held there starting at noon. We will try for that same combination next year. We had a lot of comments about how much everone like it there. Take note: I heard you say that it was very hard to hear the speakers, no PA. I'll work on that for next year. There are a lot of For Sale Items in this newsletter so check out the good deals folks. I have had numerous calls from individuals looking for Thorps. The word is out, we have a great airplane. I will try and put airplanes and buyers together. Let me know if you plan to sell. (217) 935-4215

**T-18 FALL GATHERING
 KENTUCKY DAM VILLAGE STATE RESORT PARK
 OCT 6-8, 1995**

Come to this event if you enjoy flying, flying, flying. It's true we do spend a little of the weekend looking at the gathered Thorps, but a lot of the time is spent giving folks a Thorp T-18 rides. Kentucky Dam State Park Airport is 30 miles east of the Cunningham VOR (Paducah) on the 90 degree radial, 8 miles south of V178. The runway is paved, 4000 feet long. Phone number for the lodge is 1-800-325-0146. !!! I doubt if you will be able to get a room there at this late date! Call anyway and ask for the Paine Party. If you can't get in there, try the Ramada Inn it's not far. Bring your own tie downs.