

Dear Lynn and Ken,

Well, my bird is coming along. All woodwork is completed with the exception of the canopy frame. All covering is complete and ready for the finish paint. The bottom foam is complete and the spray rails installed. I am now working on the installation of the stab with the next job being the fin extension and the front of the fin. Coming along.

Outer wing with the tip floats and the stab and elevator are ready for finish paint. I have ordered the canopy shell and the cowl from Derrick Industries. I am getting to the point where I want to see it completed, so am buying those parts because they would take a lot of time to build. The engine came out of a C-172 so I had to change the rear case and add a fuel pump. Watch for this when you buy your engine. Smokey Mountain Airparts was a big help in getting these parts to me.

Now I am going to mention a few things that I have found that helped me out. Find a restaurant supply store. You can buy take-out food containers in all sizes and they are very cheap when you get them direct. Use unwaxed hot drink cups for your small mixes and the larger sizes for the glass and foam. Auto supply store will have the new type body filler which is very light. I don't remember the name but it is made by Bondo. X-L something, but it is a very smooth filler and is easy to work with.

In one of the back issues of the newsletter someone suggested a two part nose wheel door. Seeing as I felt that this was a great idea, I proceeded to build mine in two parts. Now the fun began. A call to George produced the answer. "Why don't you spring load them out", says George. "Duhhh", says I. "And you can close them with cables connected to the 'Y' part of the gear so that they are only working on the last part of the gear travel." Well, a visit to a local junk yard got me two gas springs from a rear window of a small car. Mounting brackets were made and glassed in and the springs mounted to keep the doors extended. Mounted the cables and after much trial and error, I got everything just right. Perfect, and now I don't need the nosewheel cuff. I feel that the airplane looks better now too. Sorry George, I had to put that in.

There have been few plans errors mentioned but I don't believe anyone has written about the rudder hinges. Check the dimension to the drawing. I found an error in the length of the hinge. If I remember right, I think that there was a error of one inch. All in all, I feel that there was a very low percentage of errors when you consider the size of the project.

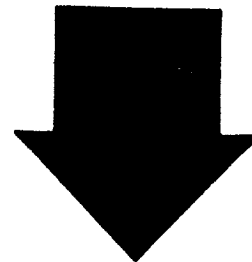
Get yourself one of those round cookie tins. Fill it half full of thinner, (acetone is better), and put your gummed up sanding disks and brushes in. Be sure to cover with the lid. This will clean the sanding disks like new. In fact, I get a lot of disks that the autobody shops throw away. They come out like new and in many cases, these disks are industrial grade which you may not be able to buy in your area. Be sure to eat the cookies first.

Cut out a rib pattern from tempered hardboard and use this as a guide to make all ribs. Blank out the ribs first and use a router with a ballbearing formica cutter to cut the ribs to the finished shape using the pattern as a router guide. Staple the outer rib glue strips to the rib and when the glue is set, use the router to trim the edge of the strip to the rib outer shape. This way, you will get perfect ribs and it's very easy to do.

Well,, that's all I can think of for now.

Happy building.....

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CORRECTION!!

To correct a paragraph in your newsletter of November, 1985. My original Loran antenna location was inside the hull just aft of the propeller. This location gave me continuous problems with reception of signals. The trouble turned out to be signal interference caused by the bent antenna and the elevator control rod. The fix I used was to relocate the antenna to the top of the wing stub left hand side just aft of the main spar. This location allows access to install supports thru the wheel well. The antenna junction box is located inside the canopy and mounted on top of the front spar. With this new location I now get very good Loran function. The ground plane was made by installing a copper screen on top of the wing stub approximately 30 by 30 inches in size. Also I went back to the standard straight antenna rod.

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