

I look forward to your newsletters with great anticipation. I especially appreciate the comments of designer George Pereira in his column and his analytical help when I phoned him.

I am three years into the project with an estimated two more to go.

The following minor refinements should contribute to safety or ease of construction - but not alter the spirit of the original design.

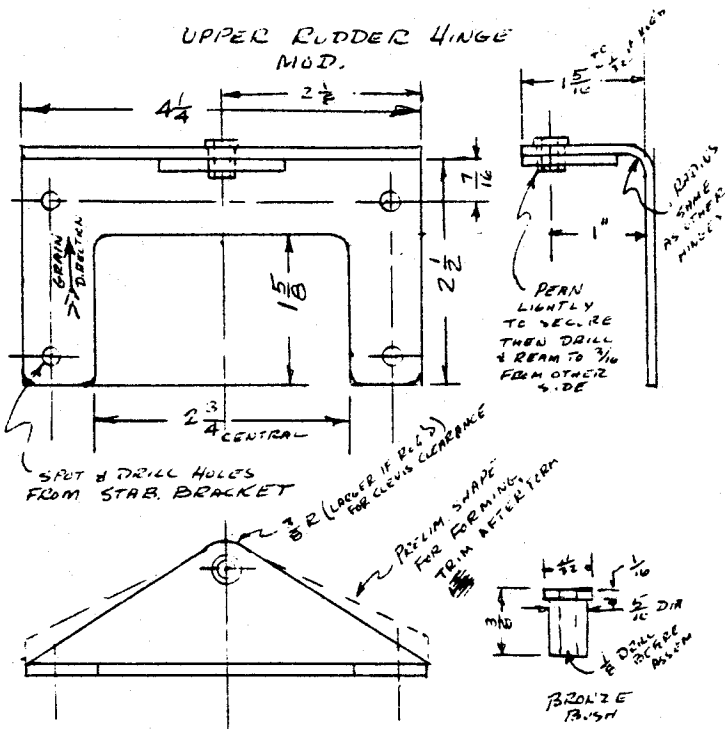
Slippery rudder pedals make turbulent cross wind landings and applying the brakes at speed a hairy situation. An effective fix for this problem is shown in the enclosed drawing.

The center elevator hinges as designed with four eyebolts and two clevises allow some play and yaw at this critical point.

A single AN-3-23 bolt, castle nut and cotter pin make a much firmer hinge joint. See sketch.

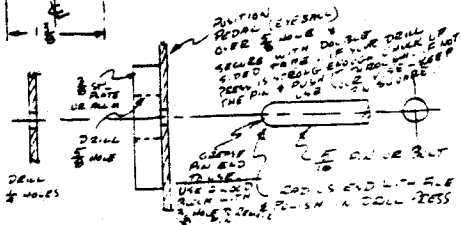
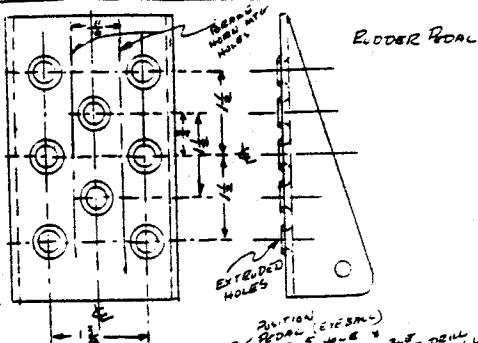
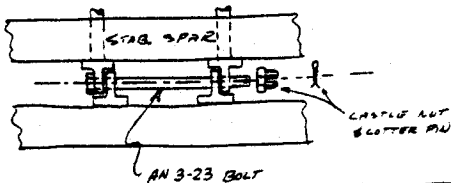
I used a tapered roller bearing wheel for the nose wheel. I adapted the bearings to the 1/2" shaft with a pair of stainless steel shoulder bushings. The drawing also shows a method of getting grease to the bearings without disassembly. Therefore greasing will be done more often. Of course the cavity and bearings should be hand packed the first time. The upper rudder hinge seemed like a tough way to go--especially if any hinge line adjustments would need to be made later for more rudder throw or whatever.

UPPER RUDDER HINGE
MOD.



NOTE: ALUMINUM HAS A GRAIN
BENDS ARE STRONGER
ACROSS THE GRAIN.
GRAIN RUNS IN THE DIRECTION
THE MATERIAL WAS ROLLED
— USUALLY VISIBLE.

ELEVATOR HINGE



MODS FOR TAPERED ROLLER BEARINGS & GREASE FITTING

