

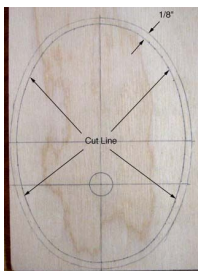
From: "Tandy C. Walker" <tandyw@flash.net>
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Date: 3/30/2009 1:27:42 PM
Subject: 65 Sailplane Preparations for Cowl Frame Planking

Comet Sailplane Project

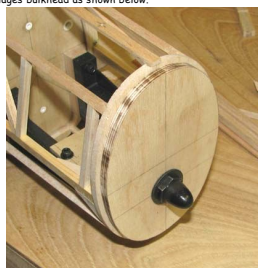
In the picture below, I had made a kind of "make shift" pressure plate on the front of the cowl frame pressing the bottom of the rear bulkhead tightly against the firewall while I planked it.



What I really needed was a pressure plate all around the front of the cowl frame so I can plank the entire cowl without having to make a change in the pressure plate. To that end, I laid out the cowl's front bulkhead on a piece of flat 1/4" plywood. I drew another line 1/8" inside the edge as shown below.



Jerry Burk took the plywood and cut around the "cut line" for me. on his band saw after which drilled out the crankshaft hole to fit the McCoy 60's steel spinner nut. This 1/4" plywood pressure plate was then slipped onto the shaft of the jig made earlier and spinner nut was then tightened down pressing the cowl frame firmly against the fuselage's bulkhead as shown below.



This approach worked out really great. In the close up picture below, you can see how tightly the cowl frame's 1/8" rear plywood bulkhead is pressed against the fuselage's 1/4" firewall. Once the cowl frame planking is completed, the cowl always fit snugly against the fuselage's firewall.



I want to show you how much additional length the cowl adds to the fuselage in the picture below. One of the beauties of the Comet Sailplane is its long slender elliptical fuselage. The shape reminds me of a long sleek submarine.



This is a close up of the picture above to show you a lot of the detail in the fuselage structure. What is so surprising is the entire fuselage structure only weighs 13.2 ounces!



I will close this report now and start planking the cowl frame.....Tandy

plywood. Then

; fixture that I

will be rigid and

