

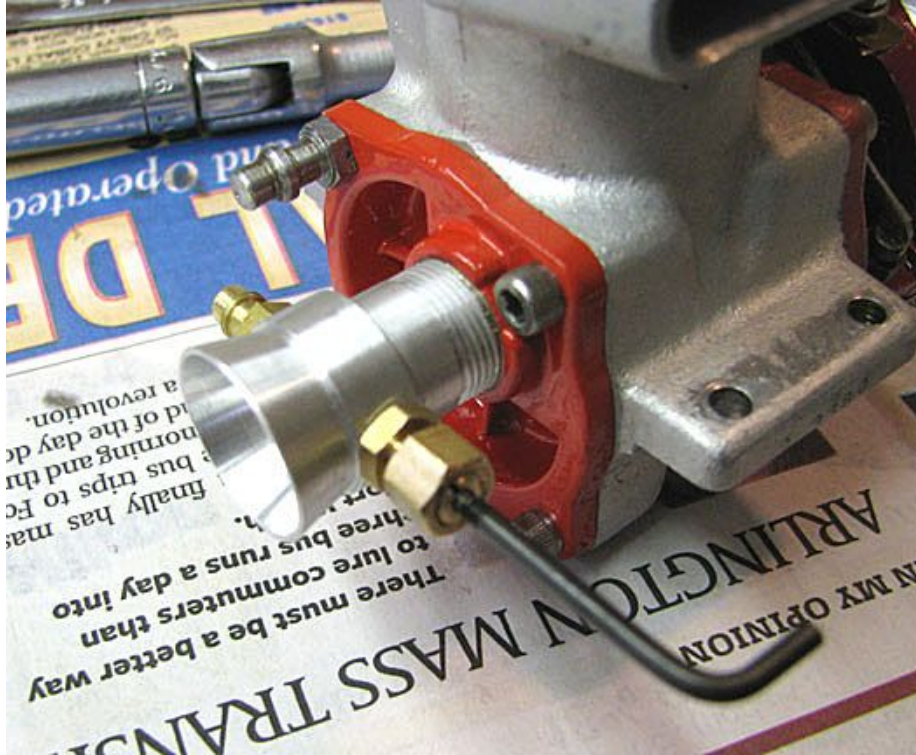
From: "Tandy C. Walker" <tandyw@flash.net>

To: [Undisclosed-Recipient:  
@smtp103.sbc.mail.re3.yahoo.com](#)

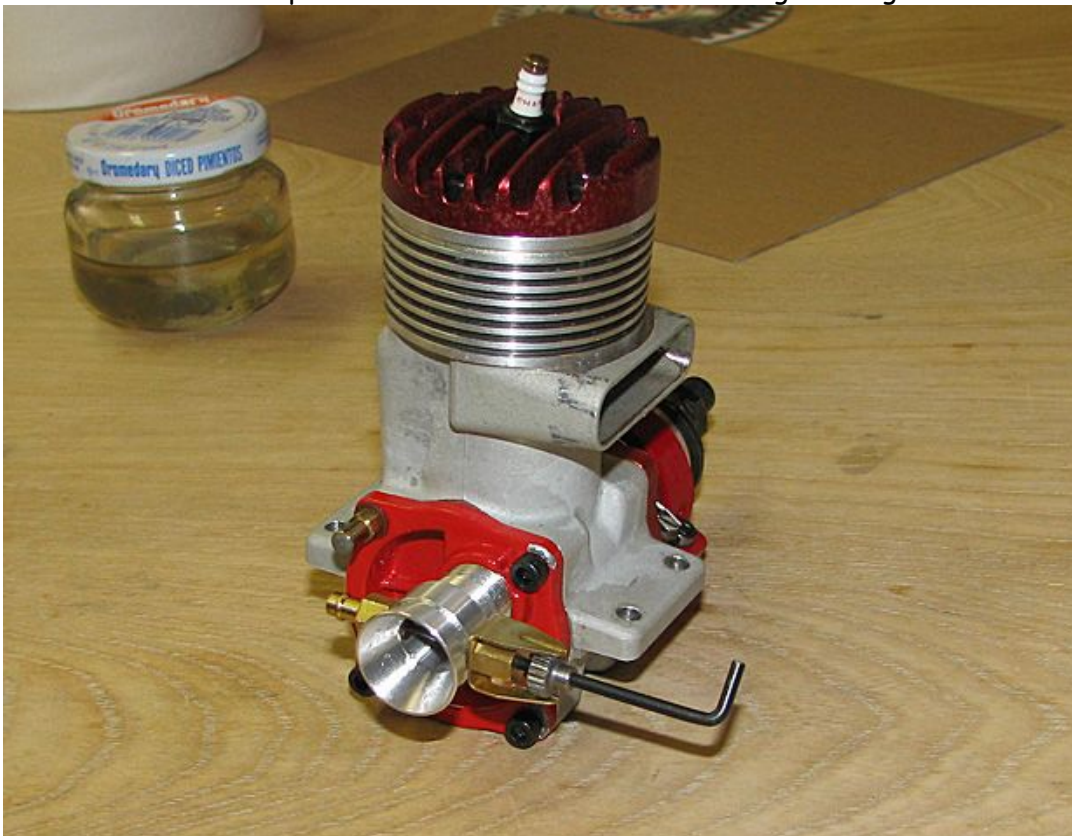
Date: 10/9/2010 1:23:33 PM

Subject: Sailplane Needle Valve Modification

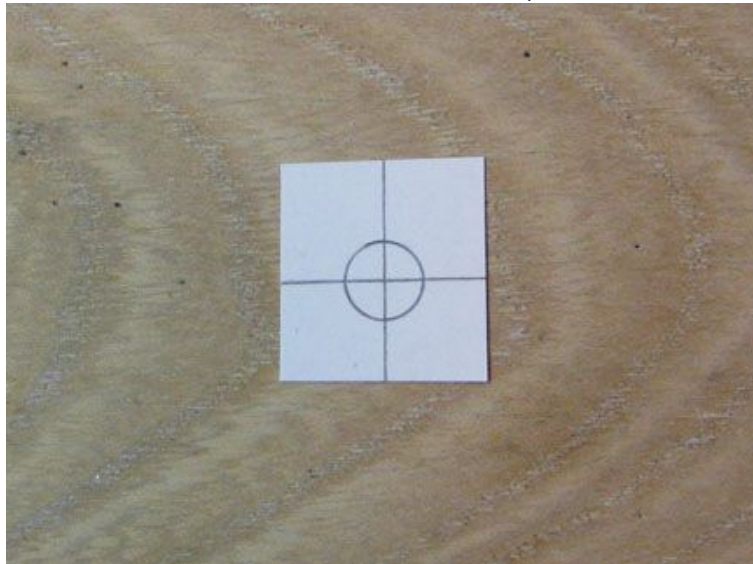
The requirement to tighten the collet brass nut shown below to adjust the needle valve friction with the McCoy 60 inside the Sailplane's cowled was completely overlooked. There is simply no way to tighten it!



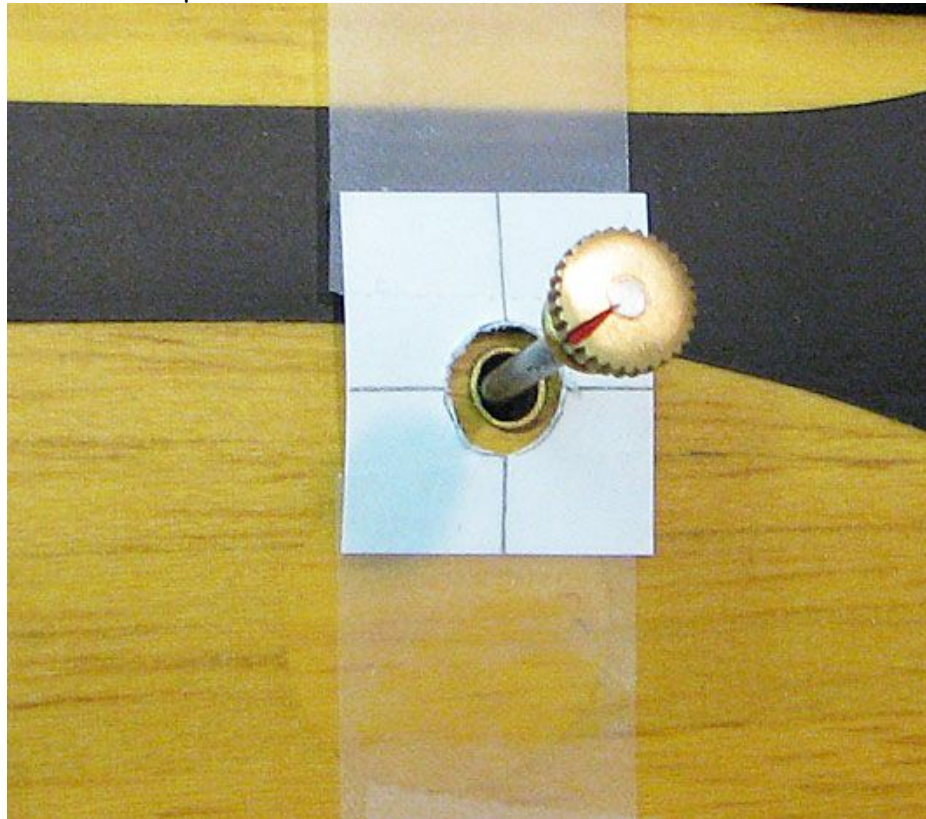
So I contacted Woody Bartelt up in Michigan and he made up a special McCoy 60 needle valve shown below with a ratchet wheel and a two sided clip for me, which resolved the problem. However, a larger hole will have to made in the side of the Sailplane's cowl for the ratchet wheel to go through.



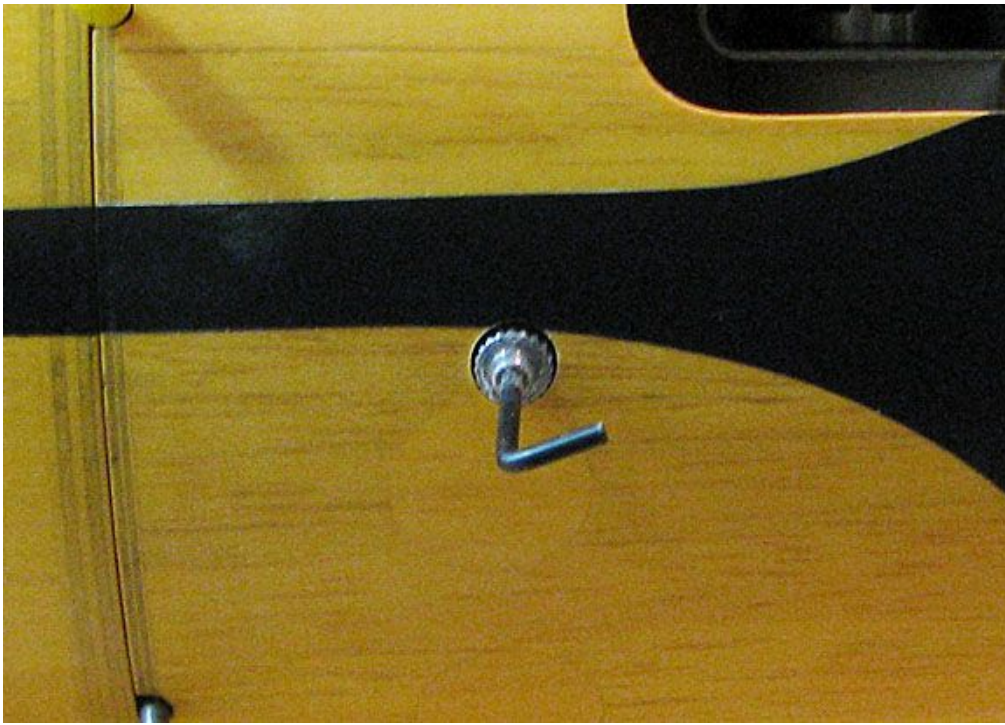
A template for the ratchet hole size was drawn out on a piece of cardboard shown below.



The hole in the template was cut out and taped to the cowl as shown below. A needle valve without the ratchet wheel was screwed into the engine's spary bar fitting and template was centered the shaft. The hole was traced onto the cowl in pencil.



The larger hole was cut out and and sanded until the ratchet wheel would slip through as shown below.



Then the needle valve with the ratchet wheel was screwed into the engine's spary bar fitting and engaged the two sided clip as shown below. The raw edges of the hole were coated and sealed with epoxy from inside the cowl. Probelm solved!

