

Spent quite a bit of time on the installation of the control column. I have been delaying this thinking it would be in the way of other stuff and would have to be removed again but I can't think of anything passing here that might need that much room. A lot of builders have modified more than 2 ribs to simplify installation of the control column and I think they are right. I would do it also if I would have to do it all over again.

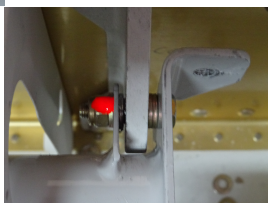
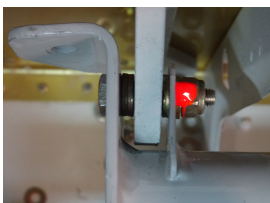
There is no way you can preinstall the stick and stick receptacle upfront when you put in the horizontal control column main pivot tube. You simply can't get it in there.

That means that you can only install the sticks while the cross column is already in. Also,

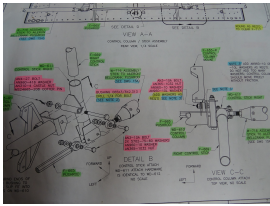
On the other hand, I noticed that you can't get the bolt in if the stick receptacles are already installed in the column mounts. bolt is too long to slip in between. So I guess there's not really another way to do this (unless installing the bolt in the other direction. Here's a shot with the WD-610 control column installed and torqued on the F-633 control column mounts.



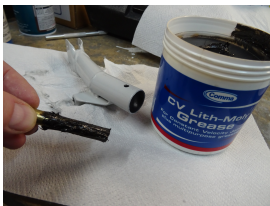
You have to install washers between the mount and the control column and make it fit so it all rotates freely without friction. On mine, I had the best result with 2 washers on the inboard and 1 on the outboard side.



Here is a detail of the installation of the control sticks on the control column.



Then you have to use 'your favorite grease' to apply on the bushings inside the control stick receptacle parts (WS-611 and WD-612. This ensures a friction free non-wearing rotation of the control stick on the bushing attached to the WD-610 control column



Inserted it. This makes the excess grease woosh out but at least you're sure there's plenty inside.



Inserted and installed the bolt with castle nut and cotter pin. It's not easy installing the cotter pin crisp and properly while hanging in the cockpit. I'm glad I did a bit of practicing with this upfront.



For the final step, we have to connect the two sticks together with the F-665 pushrod. This ensures that both control sticks operate simultaneously.

You have to slip in two small washers between the pushrod and the stick.

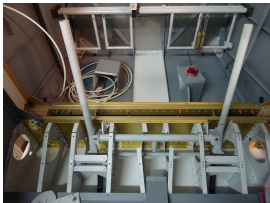
The pushrod has to be made exactly to dimensions so that the two control sticks are parallel. You do this by marking some common points on both sticks and measuring the distances between various locations. The distance has to be equal at all stations. It took me +-10 times in and out before I got it point on. Then I tightened the pushrod lock nut

and installed the pushrod in place.

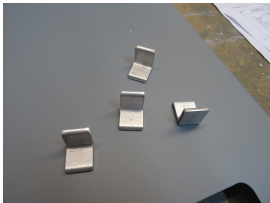
Getting the washers in is tricky as they are very small and just fit on the outside of the rod end bearing rotation ball. see the bottom of my previous article for a nifty trick on how to easily slip those washers in.



And here it is. The control column with both stick on for good.



I had some time left and finalised the attach angles for my fuel pump mount attach brackets.



Also drilled them in place



These go underneath F-782C center cabin cover.

