STINSON SENTINEL

CRAZY MAN WITH KNIFE ATTACKS AIRPLANE

The L-5 “Revival” team, led by Marvin Robbins, made great progress on the aircraft this week. The left wing skins and leading edge are complete. Lightening edges were started on the leading edges but the project came to a halt when the compressor belt snapped. Darrel Cook procured a new belt and work will continue. Additionally, Chuck Drake rebuilt the searchlight while Chris Van Stelle and son Jacob carved out a doubler. Marvin Robbins attached it to the inside of the wing.

The team also mounted the wing tip bow. It is now ready for the wing tip light. The harness is ready for installation made possible by Kelly Rudolph and a new member call sign “Boots” tying more than 200 knots to hold it together. Erich recruited Boots by telling the A-10 and F-15 pilot he could go over 200 knots in the L-5.

Ailerons and flaps were stripped of their cover material. The left aileron was subject to a previous repair which will need to be re-done to remove several dents and improper hardware.

Devoid of anything else to do on the wings and hopped up on tacos, the team began work on the fuselage. The fuselage will need to be uncovered, inspected, recovered and painted. The star was removed from the left side and kept for posterity. Cover material was also removed from the tail control surfaces. Witnesses reported “wild men” with knives stabbing the aircraft repeatedly.

Finally, the right wing spars were dropped off with Glenn for drilling and the second bench cleared off. Work on the right wing will begin as soon as the spars are drilled.

HISTORY IS MADE

Gathering of historical information began. Little is known about the mysterious aircraft residing in the AG-1 hangar. It is a Stinson L-5 Sentinel, built in 1943. It was registered as N65444 and later N59AF. The serial number is 42-14934. Anyone with more information is asked to contact Paul Miko at pmikolaj@yahoo.com.

NEXT WEEK’S FORECAST

Lightening holes will be finished and drain holes drilled. Damaged aileron will be disassembled. Wiring harness will be installed in left wing. Weld on the fuel tank will be turned in for repair. There is a 20% chance of the right wing being started.