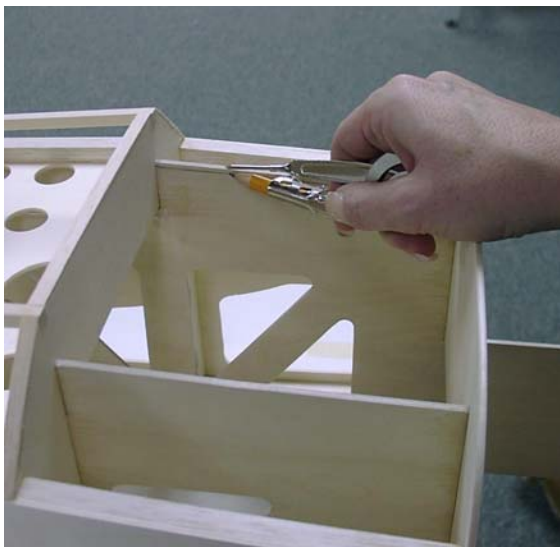
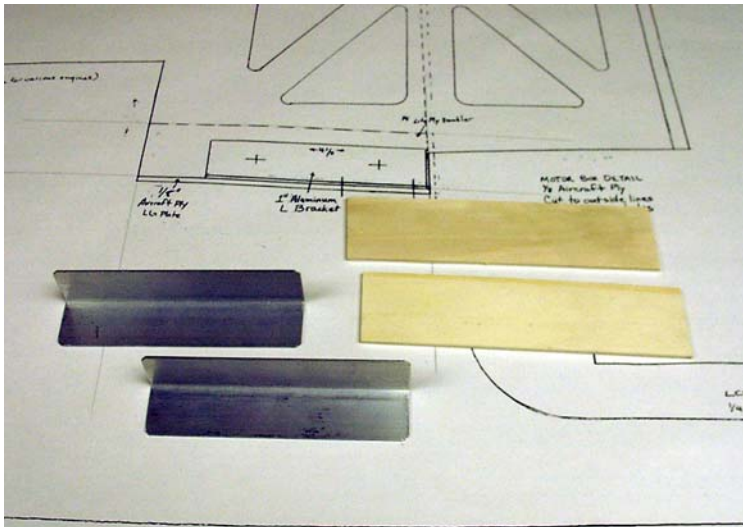


Landing Gear Plate

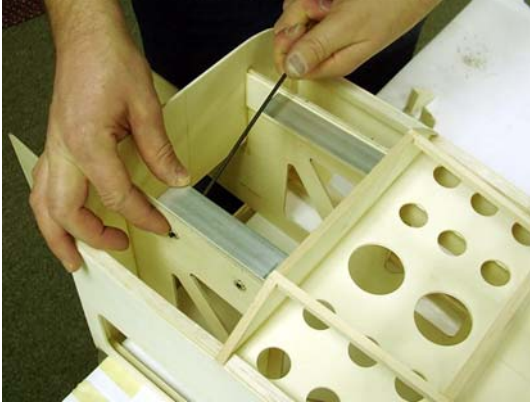
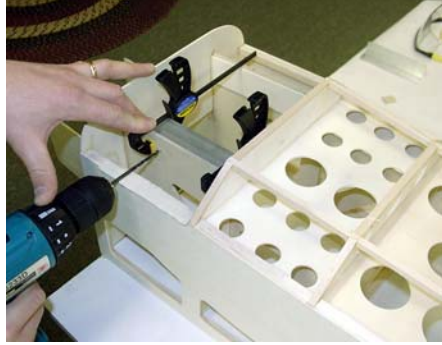
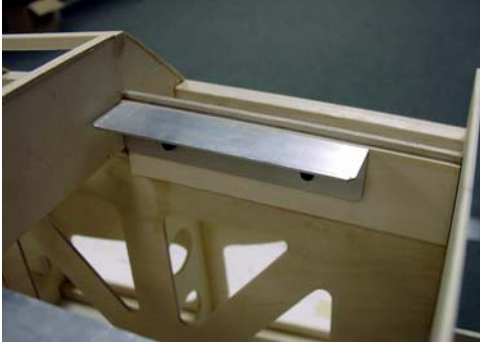
Using the plan, cut the landing gear plate from 1/8" aircraft ply and the doublers from 1/8" light ply. Scribe a line at an 1/8" depth on the inside of the motor box sides and glue the doublers to the inside of the motor box sides, aligning them.

Referencing the plan, mark two points for drilling bolt holes that will attach the landing gear "L" brackets. Cut two 4 1/2" lengths from 1-inch, .050 thick, extruded-angled "L" aluminum, available at most hardware stores.

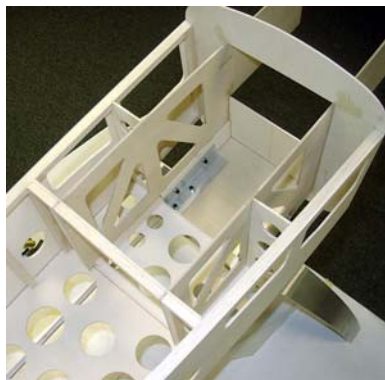


Line the brackets up to match the top of the doubler just shy of touching F2. Use some scrap blocks of wood and clamp them in place to drill for the bolt holes. Drill all the holes while clamped in place.

Use 6-32 cap screws with blind nuts on the outside and bolt it all together using Lock-Tite. Now glue the landing gear plate down flush inside the motor box sides. Erik decided he wanted the additional security of locknuts on the bracket bolts.



With your compass mark a line $\frac{3}{4}$ " inside of each side of the motor box and mark the center of the landing gear plate. Line up your landing gear and mark it according to these lines. Drill four holes for 8-32 bolts. Line the gear up on the centerline of the LG plate leaving a $\frac{3}{32}$ " gap between the gear and F2 (note in the photo we used a $\frac{3}{32}$ cap-strip for a spacer) and drill through the LG plate and the "L" brackets.



Using 8-32 cap screws and lock nuts, bolt the landing gear to the fuse. Again leave a $\frac{3}{32}$ " gap between it and the gear and glue on the LG1 $\frac{1}{4}$ " balsa former.

