

JET HANGAR
INTERNATIONAL, Inc.



ARF A-7D/E CORSAIR II

LANDING GEAR DOORS INSTALLATION ADDENDUM

The following are pics of the main gear door installation using elastic cord and hooks that can be obtained from your local fabric store (pic 1). The idea behind this is that the gear doors are spring loaded to close. This represents the best way to go about the gear door installation as it's a simple and effective way of actuation and is especially effective for the EDF/DF.

First off, you will need to make a runner from .032" wire (this will push the upper door outwards as the main gear retracts forward). Cut a piece of .032" wire approximately 5-5.5" in length. Bend the ends (approximately 1/4" - 3/8" from each end) flat at the appropriate angle (see pic 2) and solder a piece of 1/16" brass tube onto the bent ends using silver solder. Secondly, glue 2 hooks onto the interior of each of the lower and upper main doors as shown in pic 3. The distance can be fairly arbitrary, but you want them to be as far apart as possible without interfering with anything. Now, glue two hooks to the balsa stiffener inside the fuselage at the same distances as on the upper main doors so that they align (pic 4). Once these are done, if not already done so, glue the main doors in place. Lastly, install the elastic cord. The upper doors are done by looping it around the 4 hooks (2 on door, 2 on fuse, pic4). Loop the cord through a small brass tube (around 3/16" or so). With the gear retracted, pull on each end of the elastic cord to get the desired tension then crimp the brass tube to hold things in place. Once firmly crimped in place, hit the cord with a bit of thin CA for insurance. The lower main doors are done the same way except the cord is looped around the doors alone so that they are pulling on themselves and not the fuselage (pic 5). Last item of business is to add a small light ply wedge on the bottom of the main strut to push the lower door out as the gear retracts. Pic 6 shows what the doors are doing as the mains retract. One note is that you will need to drill out any air line restrictors in the system as you will need the mains to have a little bit higher pulling force to close. Otherwise, this is all that is required.

Perform the nose gear door installation per the instruction book.

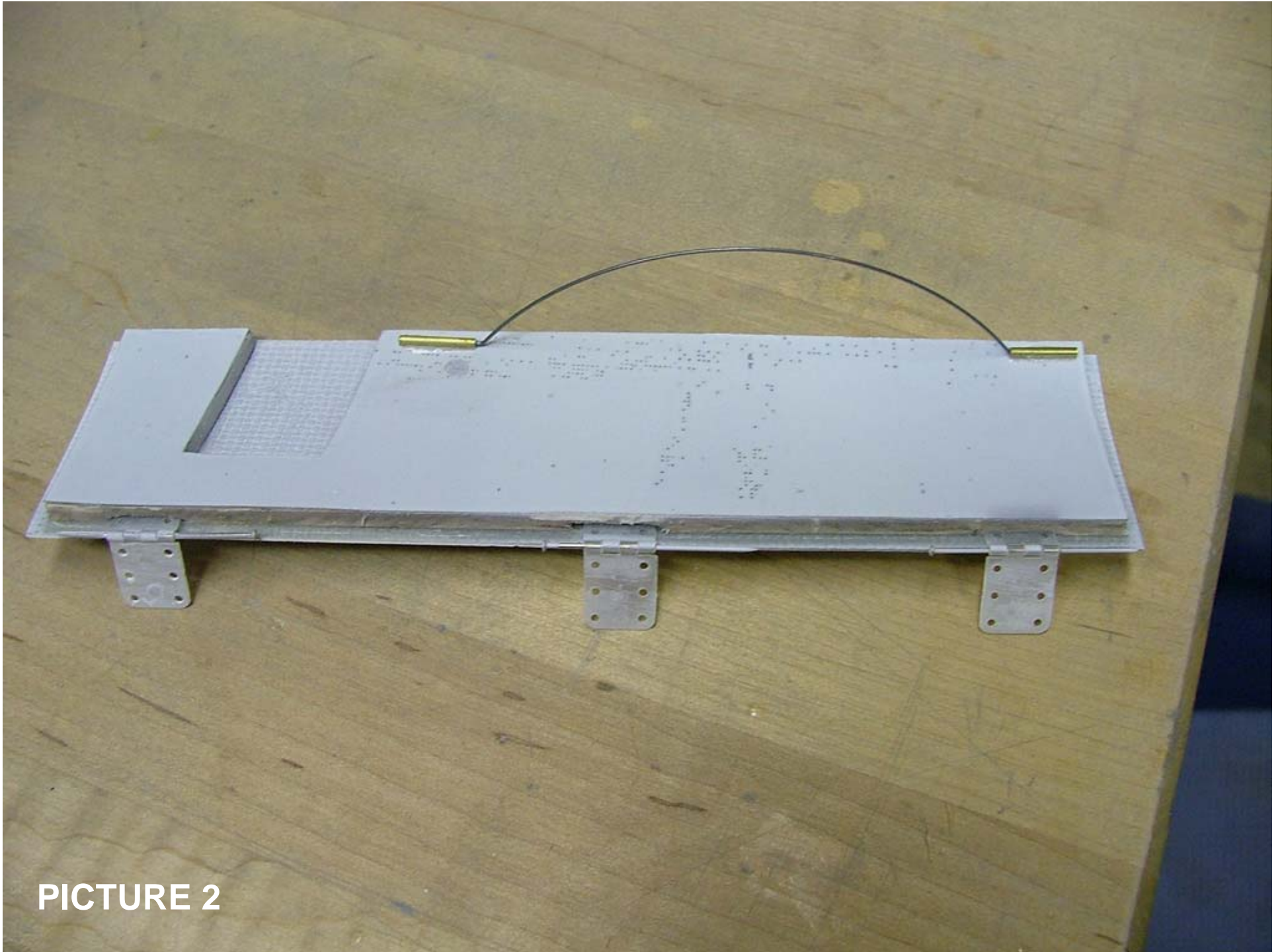
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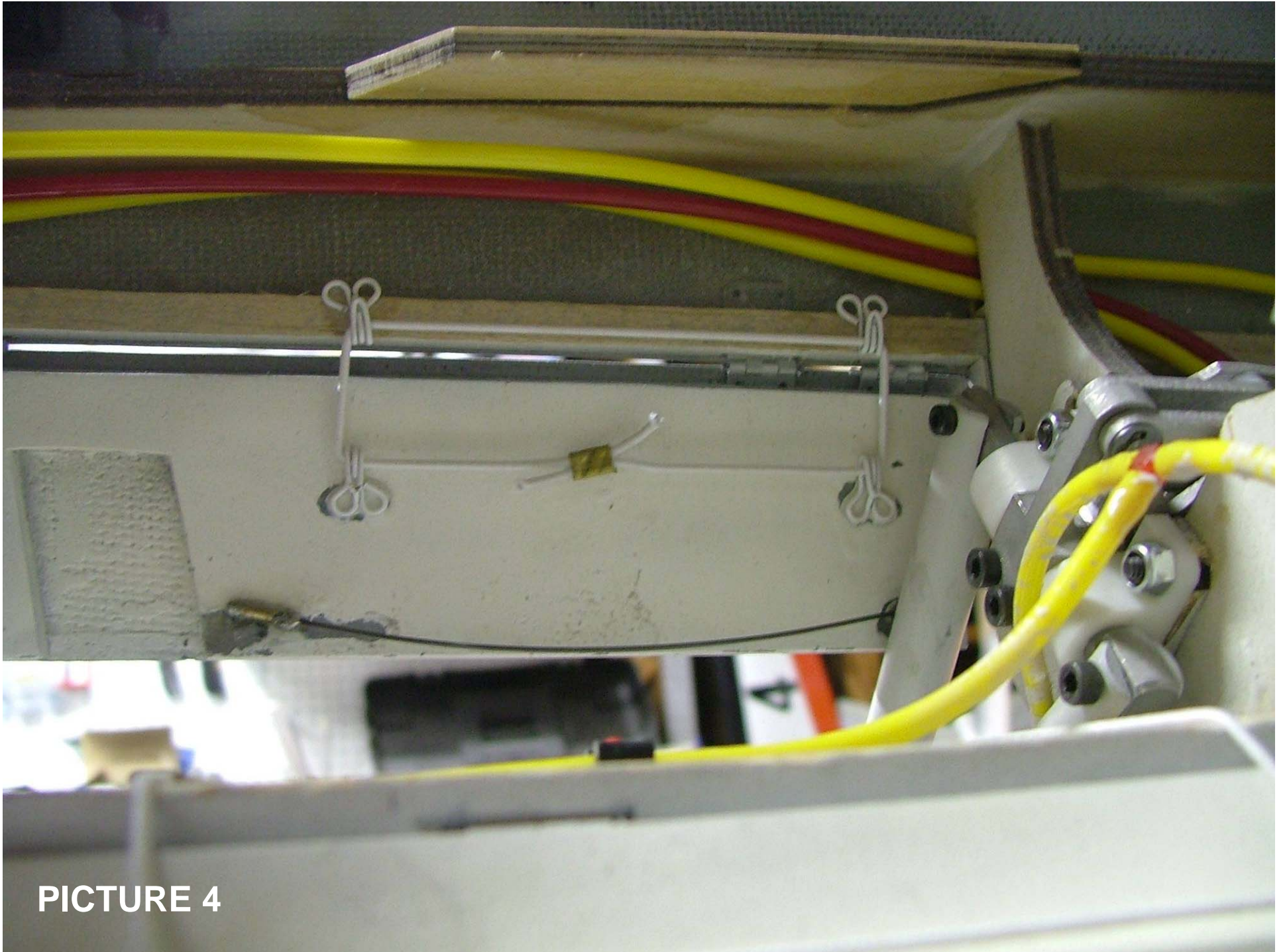
PICTURE 1



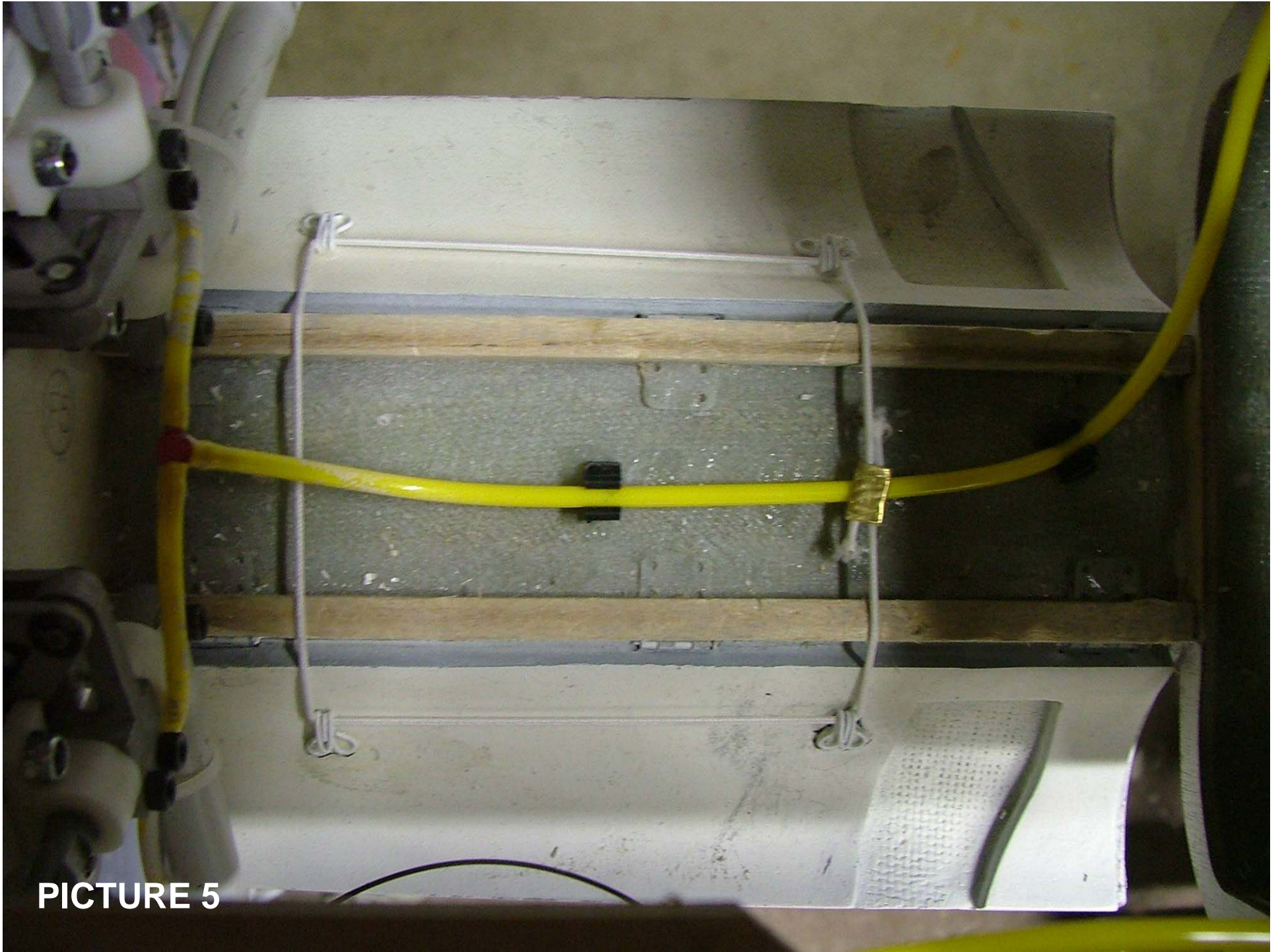
PICTURE 2



PICTURE 3



PICTURE 4



PICTURE 5



PICTURE 6