

ELIMINATION OF LANDING GEAR ASSIST SPRINGS, (LGAS)

I decided right at the start I would not put in the LGAS. There had to be a better way. After talking to many builders the only other idea was to put the springs inboard and use pulleys to get the assist action. I discarded this idea as being too complex with the inboard area being as busy as it is.

Experience I had at work with gas springs provided the answer. The gas spring pushes instead of pulls, allowing it to fit right in a small area.

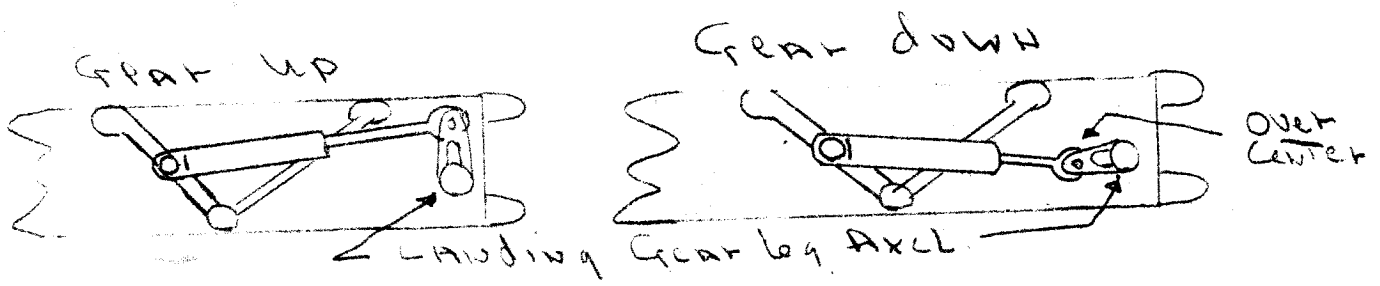
I have had the system in for one year and it has worked perfectly every time, 100's of activations.

The following drawings depict how I did it-there could be many variations-dependending upon your preferences. (See Insert Page for Drawings)

The gas spring I now use pushes 135 to 140#. I have used one as light as 60# push, but it was hard to raise the gear. The present one, for me, is just right. You can experiment with various pressures to suit your particular situation.

If anybody is interested I will be at Oshkosh, around the Ospreys on Sunday, Monday and Tuesday with colored pictures of my own installation. I have also put a flush hatch on the top of the wing for gas spring replacement if necessary.

I purposely have not put dimensions on the drawings as each installation might be slightly different. The important thing is that the gas spring does not contact any of the structure during its operation, there should be no side pressure on it.



Back of Right FRONT INBOARD
Spar Looking FORWARD

