

HYDRAULIC GEAR RETRACT SYSTEM

Dear Ken & Lynn,

As per your request I am enclosing 5 pictures related to the Hydraulic Gear Retract System. One picture "worth a thousand words", so here are 5,000 words worth!

Specific comments pertaining to the construction are as follows:

1) Hydraulic pump is from a Cessna RG and works very well. However, a power unit from a Mercury stern drive is just about the same.

2) Pistons have to be modified to obtain the exact length of travel which are flap actuator cylinders from a Cessna. (It is extremely important that all stops be determined within the cylinder to avoid excessive pressure on the retract mechanism)

3) The up-lock should be tipped with a nylon end plate to enable proper release (as shown in picture 4 (up-lock)).

4) Down-lock is not required, but is shown in same picture.

5) Don't forget that by having hydraulic gear, you can now route the rudder cables through the tunnel and avoid all the AL tubing.

See you in Oshkosh...

Tom Tyler
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