

design is to use the existing vertical fin mounts on the tail gearbox to secure the tail gearbox to the wood former. Depending on the tail gearbox to be installed, additional mounting may need to be designed at the top of the gearbox (this is at your discretion). Position and mark the holes for the vertical fin mount so the gearbox when bolted to the F16 former is either flush against the F15 former or is flush to the inside edge of F16 former. Depending on the tail gearbox, additional shims may be required. Drill through the plywood F16 former and deburr the holes.

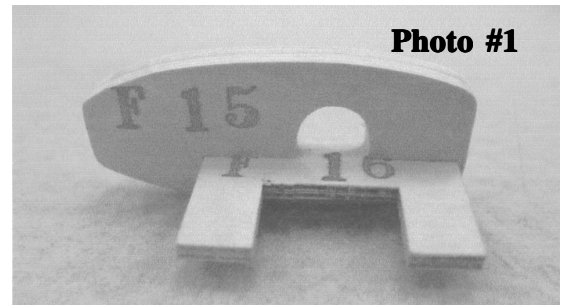


Photo #1

Step 3. Disassemble and examine the tail gearbox

Disassemble and examine the tail gearbox, if possible install a grease fitting. This can be as simple as a small hole drilled into the gearbox housing and a matching screw that does not interfere with the internal workings of the gearbox or a brass tube Epoxied flush to the inside surface with a cap commonly used to cap antenna tubes. If installing a Century scale model tail gearbox (part#CN1109, photo #2) continue with the lettered steps, for other tail gearboxes read and make modifications as necessary for your tail gearbox. See Fig.3

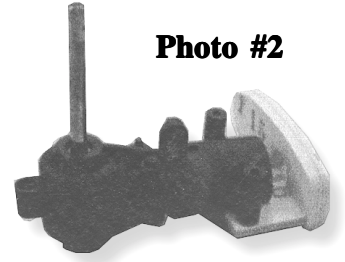


Photo #2

Step 3a. Installing Century's tail gearbox

The following instructions detail installing Century's tail gearbox into the elevated tail section of the fuselage. The finished solution will have the left half (half without tail pitch bellcrank mount) of the tail gearbox installed permanently with a removable top portion of the right tail gearbox half. This will allow complete disassembly for maintenance of the tail gears and the flexible cable drive shaft and couplers.

Step 3b. Examine the right gearbox

Examine the right gearbox half (with the mount for the tail pitch lever mount), measure and mark on the outside housing the position where the outside plastic wall of the first ball bearing is located (30mm from the end of the gearbox). Using a razor saw (very thin saw blade) cut flush to this wall, completely through the right gearbox half. Now the tail gearbox is in three parts. Remove the lower right half (with the vertical fin mounts) this part is no longer used. Initially assemble the F16 and F15 formers (do not use glue at this step) and install the tail gearbox assembly onto the F16 former. Position and mark the location of the F15 former on the outside of the fuselage using pencil (some sanding and grinding of the inside surfaces of the tail section may be necessary). Mark both above and below the former and the angle as exactly as possible. This location is ideal when the three bolts that fasten the tail gearbox assembly are all accessible and the tail output shaft is generally centered in the opening in the top of the tail section. Note, in order to get the correct angle as suggested in the full size plans for the flexible cable system some grinding of the right gearbox half at the rear is necessary along with a small section of the bottom edge of the opening in the elevated tail section.

Step 3c. Clean and degrease the left gearbox

Thoroughly clean and degrease the left gearbox half (with the lock nut recesses) with alcohol. Using CA or Epoxy, bond three new lock nuts into the respective cavities, apply light oil to the threads if necessary to keep the threads clear.

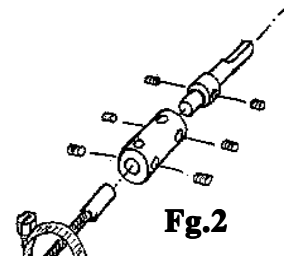


Fig.2

Step 3d. Measure and mark the tail gearbox

Measure and mark the tail gearbox input shaft so the shaft fully engages the series of set screws on the flexible drive coupler and the stepped end is flush to the ball bearing. Using a cutoff wheel, remove the remainder of the shaft and grind two flat spots that are 90 degrees apart and correspond to the set-screw locations on the coupler. Using a countersink or a larger drill bit, enlarge the smaller exit hole slightly where the flexible cable will exit the coupler. See Fig.2

Step 4. Gearbox other than Century's