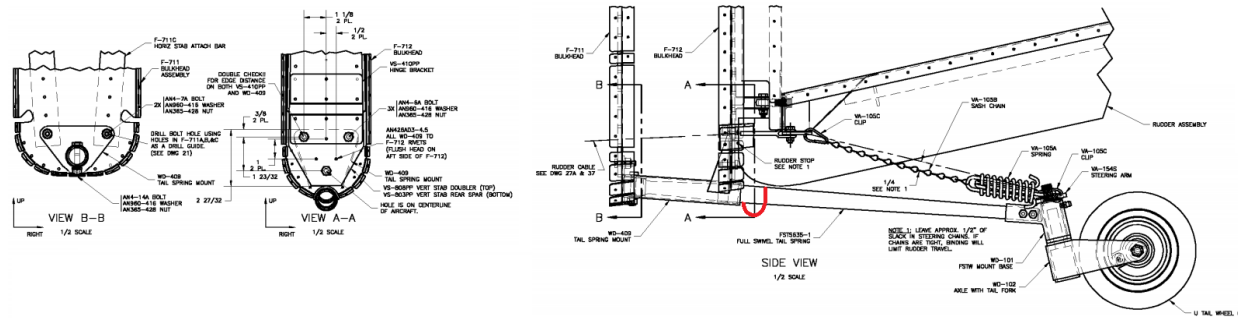
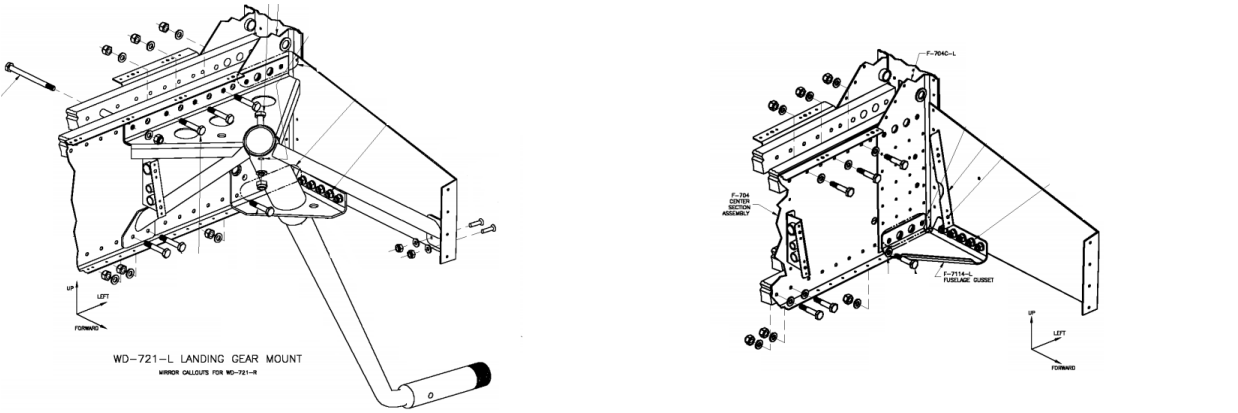


For both tail wheel and tri gear you should find that the F-712 and F-711 bulkheads have been doubled having a back to back bulkhead assembly. The F-711 bars however can be configured differently if the builder chooses, having a tapered bar for a tri gear installation. If converting from tri gear to tail wheel you must confirm that the F-711 bar is square at the bottom to support the tail wheel spring assembly. Quick build kits have been configured with square bars as that can be used with both tail wheel and tri gear models.

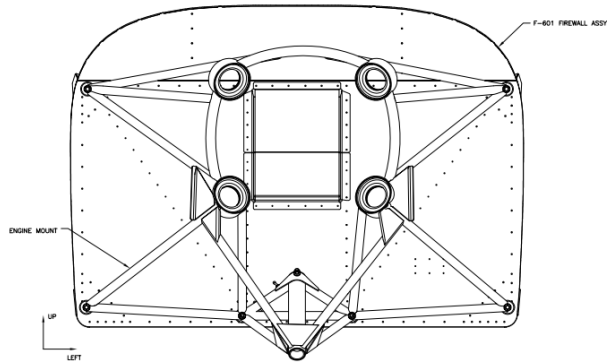


If a tail wheel spring mount has been installed and you wish to convert to a tri gear aircraft the best option is a steel tube with welded loop to replace the tail wheel spring. This will provide a very robust tail tie down for tri gear aircraft and requires no complicated reconstruction of the tail cone.

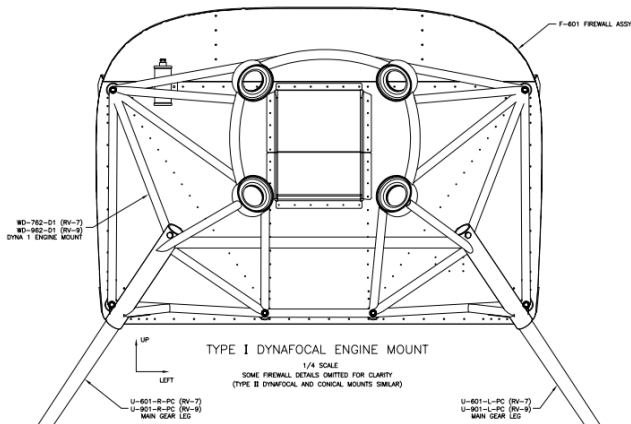
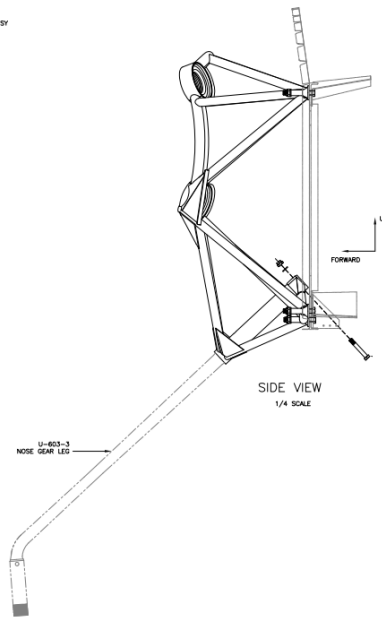


Main landing gear for tri gear are mounted in the fuselage to the center section/spar carry through. If converting to tail wheel the WD-721 is replaced by the F-7114 gusset.

Engine mounts and landing gear are unique to the chosen configuration and must be completely replaced if converting from one type to the other.



TYPE I DYNAFOCAL ENGINE MOUNT
1/4 SCALE
SOME FIREWALL DETAILS OMITTED FOR CLARITY
(TYPE II DYNAFOCAL AND CONICAL MOUNTS SIMILAR)



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