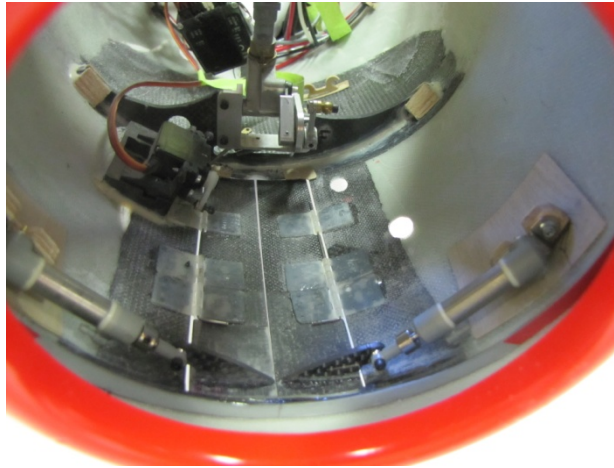


## MiG – 15 Nose Gear Doors



This method of operating the nose gear doors is probably better than the original system because the door cylinders are independent of the inlet ducts. It eliminates (2) quick disconnects, and provides for more clearance of the nose wheel in the retracted position.

If your MiG is not finished, you can install this method easily.

If your MiG is finished and you have nose gear/door damage after a bad landing, you can then incorporate this upgrade.

For an original installation, integrate the procedures described here with the original methods shown in the MiG-15 manual.

Notice items like (3) pair of hinges per gear door vs. (2) pair, as shown on page 11 of the manual. Ignore Nose Gear Actuation on pages 66 and 67.

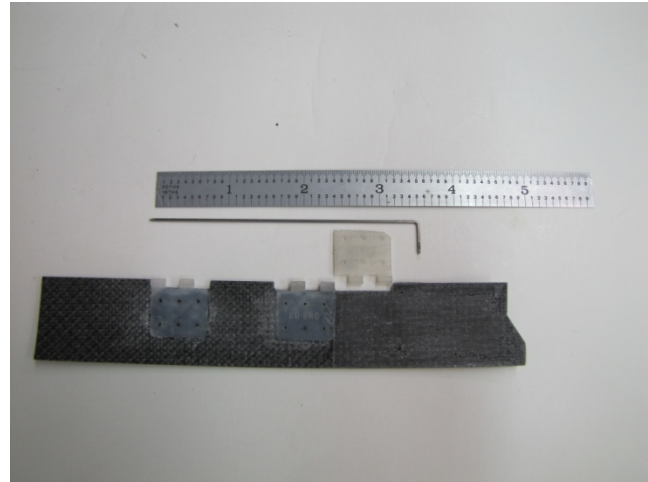
To accomplish this alternative method for Nose Gear Actuation, You will need BVM parts package # **K7600A-52**.

This package is supplied in all kits shipped from BVM after November 14, 2011.

## Nose Gear Door Hinging

The original system used 2 pair of hinges per door. Add a third pair per this photo.

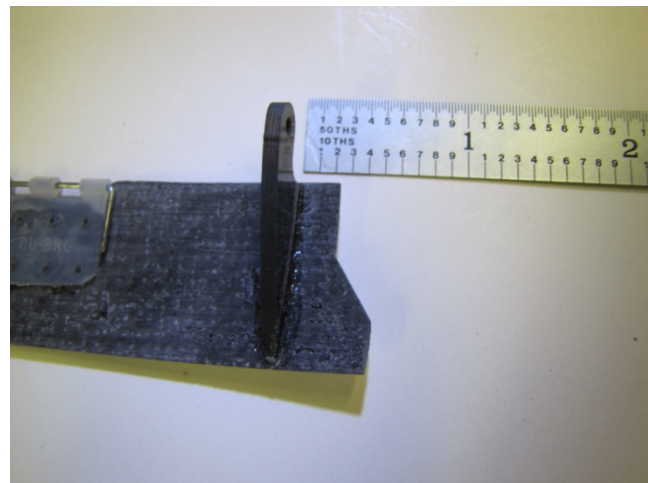
- ❑ Make a 1/8" x 3/4" notch adjacent to the #2 hinge as shown.



- ❑ Make a pointed wire pin 3.5" long with a 1/2" 90 degree bend at one end.
- ❑ Use the pin as a guide to glue the hinge half to the door. Food wrap protects your fingers.



- ❑ Scuff the sides of the control arm and use Slo Zap to glue it on the door 1/4" aft of the forward edge as shown.
- ❑ Apply Aeropoxy to this joint after TRIAL operation.



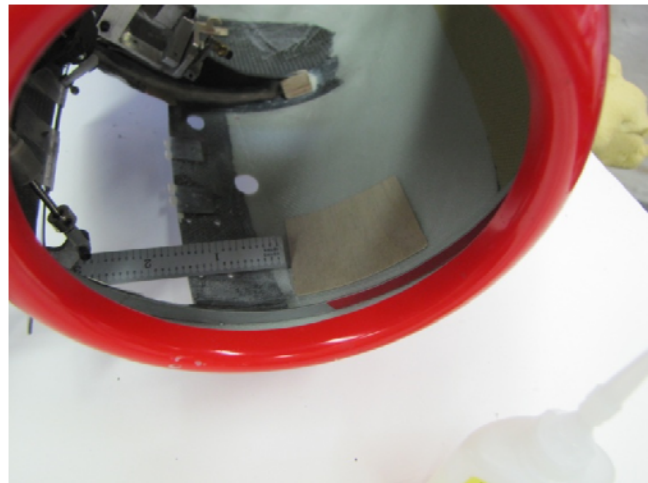
## Addendum IK7600A-52

## Left MiG Door Shown

- ❑ Mount the cylinder base bracket to the machine cut 1/4" ply mount with (2) self tapping hex socket head screws (bulk pack).
- ❑ The actuating end of the cylinder is connected to the control arm with a 2-56 x 3/8" SHCS, a Steel Cone Spacer (Taper Forward), and 2-56 nut.



- ❑ The 1/64" x 2" x 2" ply plates are glued 1-1/2" from the edge of the door opening edge and .3" aft of the forward fuselage flange. The predominate wood grain is fore and aft.
- ❑ The position of these Left and Right plates are not critical.
- ❑ Use Slo Zap to adhere to the fuselage skin.

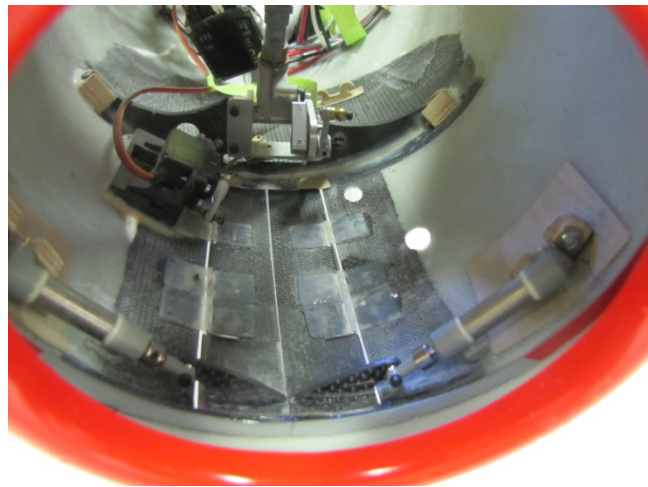


**Note:** Carbon fiber cloth pattern on your production model appears different from this prototype.

Continue

## See Manual for Aft 2 Hinges

- ❑ Attach the nose gear doors to the hinges in the fuselage with the .039" wire pin. Slow Zap the forward hinge half to the fuselage skin while you hold the door in alignment (Closed). Use food wrap to protect your fingers while pressing hinge in position for care.
- ❑ Trial fit the cylinder and mounts in position.
- ❑ In the doors "closed" position, the cylinder should still have about 3/32" travel remaining (with collar in place). In the doors "open" position, the cylinder should be fully extended and the doors about 5 degrees beyond vertical to allow the nose wheel yoke to clear.
- ❑ Adjust the position of the 3/32" wheel collar with the doors "closed". Snug the set screw onto the cylinder shaft.
- ❑ Mark the correct position of the cylinder 1/4" ply mount, then apply slow Zap and hold in position for cure while the doors are in the "closed" position.
- ❑ Use a hand air pump to test for proper travel and door seating in the open and closed positions.
- ❑ See the Air System Diagram (in the Retract Package) to route the white and black pneumatic lines to the cylinder. The nose gear cylinder mounting shown above deletes the need for (2) quick disconnects.
- ❑ Add Aeropoxy to the critical joints i.e. nose gear C/F control horns and cylinder mounts.
- ❑ Relieve the aft half of the bottom of the 1/4" ply nose gear mount such that it fits over the forward hinge on the nose gear doors.



## MiG – 15 ARF

### Nose Gear Doors

#### Addendum IK7600A-52

- Cylinder mount is affixed to the fuselage with (4) #2 x 3/8" Socket Button Head screws.



The red airline signals "Gear up", the grey airline = "Gear down".

