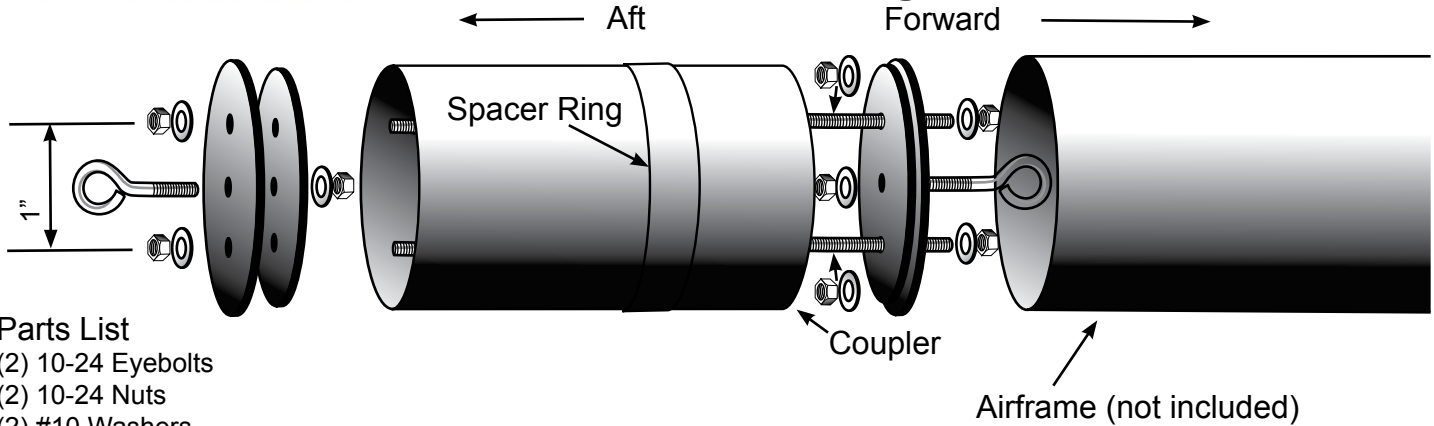




1.6" Fiberglass Removable Altimeter Bay

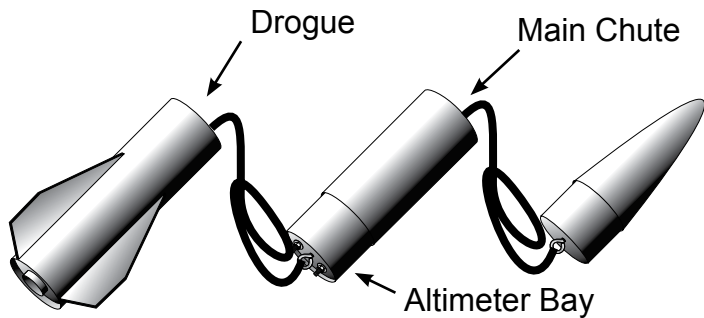
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Parts List

- (2) 10-24 Eyebolts
- (2) 10-24 Nuts
- (2) #10 Washers
- (2) 8-32 x 7" Threaded Rods
- (6) 8-32 Nuts
- (6) #8 Washers
- (1) 6" Fiberglass Coupler
- (2) Large G10 Bulkheads (same OD as Coupler)
- (2) Smaller G10 Bulkhead (fits inside Coupler)
- (1) Spacer Ring
- (2) Rivets

These instructions will show how to assemble altimeter bay in a traditional configuration. The bay can be adapted to other configurations, but they are not covered here.



- Step 1 - Mark one of the bulkplates as shown. Stack the bulkplates and temporarily secure the plates with a single eyebolt to hold them together. Drill through all 4 bulkplates at the points you just marked with a 11/64" drill bit.
- Step 2 - Start with one of small and one large bulkhead and attach the eyebolt and two threaded rods as shown in the diagram above. Use two washers and two nuts on each threaded rod to trap the G10 bulkheads. Most of the threaded rod should extend into the coupler. Leave about 1/4" of exposed threaded rod that extends forward. Use thread lock on all nuts to make sure they doesn't come loose later.
- Step 3 - Insert the bulkplates into the forward end of the coupler with the threaded rods inside the coupler. Do not glue so you can remove later.
- Step 4 - Carefully align the remaining large and small bulkhead using the center hole and attach them together using the remaining eyebolt. Use thread lock to make sure the eyebolt doesn't come loose later. The

smaller bulkhead will go into the coupler first. **IMPORTANT:** do not glue the bulkheads into the coupler - they need to be removed to insert the altimeter sled. Insert onto the open end of the coupler and attach with the remaining washers and nuts. **IMPORTANT:** do not use thread lock on these nuts so they can be removed later.

- Step 5 - Drill a 1/8" hole in each bulkhead to allow the ematch wire to pass through later.
- Step 6 - Epoxy the spacer ring (short body tube section) to the coupler in the middle of the coupler with even amounts exposed on either end. Make sure this section is aligned properly by temporarily sliding the airframe onto the coupler - make sure you don't accidentally glue the airframe to the coupler. **IMPORTANT:** make sure you have the coupler facing the right way. Also, make sure there is no epoxy left on the outside of the coupler that would interfere later with the airframes.
- Step 7 - Insert the coupler into the aft end of the **FORWARD** airframe and temporarily tape it in place with masking tape - **DO NOT GLUE**. Drill 2 evenly spaced rivet holes around the airframe using a 5/32" drill bit. These holes should be 1" from the aft end of the forward airframe. After you drill the first hole, insert one of the rivets to ensure the body tube alignment doesn't change while drilling the remaining hole. To insert the rivet, push in the rivet until the base of the rivet is flush with the body tube, then push the cap until it is flush with the body tube to lock it in place. Remove the rivet by pulling up the cap to unlock it and then pulling up on the base to remove the rivet. This configuration allows you to remove the bay so you can easily set up your altimeter bay for flight. Draw an alignment mark across the spacer ring and forward airframe to allow you to line up the rivet holes after removal. **IMPORTANT:** these rivets are estimated to have a shear strength of 75lbs.