

SERVICE BULLETIN 42

SUBJECT: INADEQUATE FT NOSE WHEEL PIVOT RANGE

APPLICATION: First production run of Glasair FT landing gear:
(These parts were supplied in kits shipped prior to October 15, 1985).

REFERENCES: Page C-28 of the Glasair FT Instruction Appendix.

DESCRIPTION: On affected aircraft, the configuration of the nose gear stop plate (welded to the nose gear strut) and the nose gear wear plate (bolted to the stop plate as shown in FIGURE [C-20] on page C-28 of the Glasair FT Instruction Appendix) is such that the nose wheel can pivot almost 90° in one direction but only about 45° in the other direction.

SOLUTION: If after finishing the airplane you find this pivot range limitation to be inconvenient, carefully cut (a good hack saw blade will easily cut the material) and grind away part of the nose gear stop plate/wear plate assembly to allow the landing gear to pivot to the same angle in both directions. Remove the minimum material necessary to achieve the same pivot range in both directions. Continue the existing cut around the plates, maintaining the same radial distance from the strut, as shown in FIGURE (1).

CAUTION: Be careful when cutting and grinding the nose gear strut assembly. The entire nose strut is heat treated, so cut slowly to prevent building up excessive heat that might destroy the temper of the strut.


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MODEL	ASSEMBLY NAME	REVISION	DATE	VOLUME	PAGE
GLASAIR FT	SERVICE BULLETIN 42		10/15/87		1 of 2

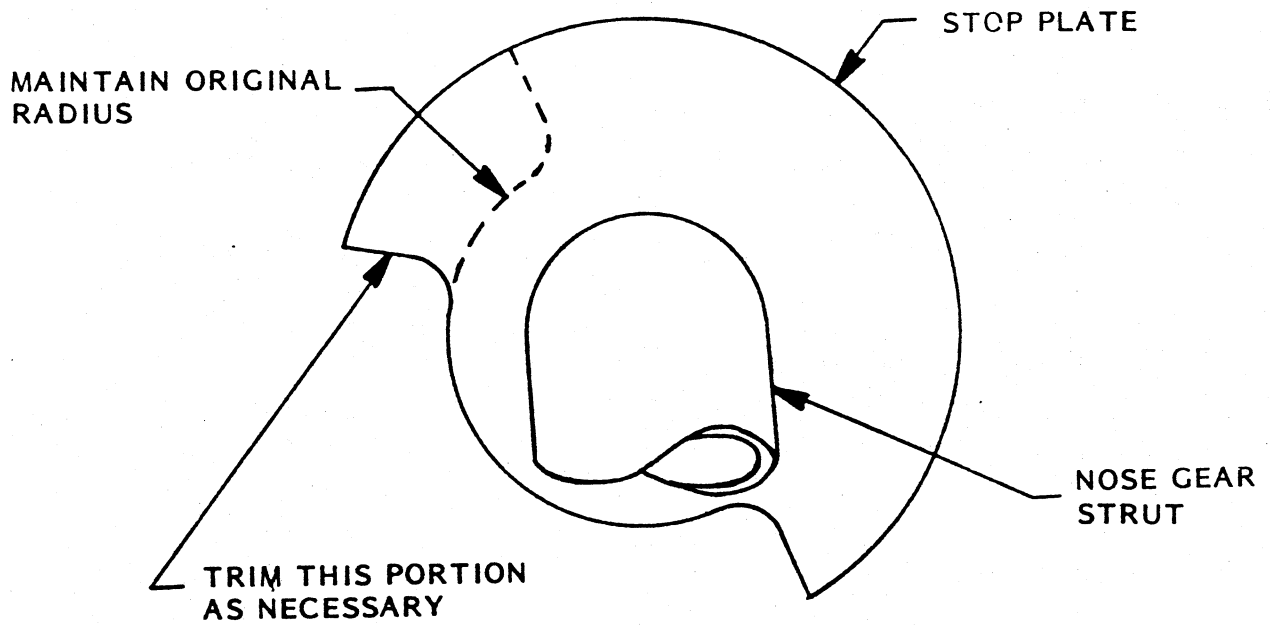


FIGURE (1)

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MODEL	ASSEMBLY NAME	REVISION	DATE	VOLUME	PAGE
GLASAIR FT	SERVICE BULLETIN 42		10/15/87		2 of 2