

SERVICE BULLETIN 43

SUBJECT: POSSIBLE INCORRECT CABLE THIMBLE INSTALLATION

APPLICATION: All Glasair I, Glasair II, and Glasair III aircraft shipped prior to 10/08/87.

MANUAL REFERENCES:

- Original Glasair I Taildragger Manual FIGURE (G-25), page G-37
- New (Complete Kit) Glasair I Taildragger Manual . . . FIGURE (G-23), page G-37
- Glasair I RG Manual FIGURE (G-25), page G-41
- Glasair I FT Appendix FIGURE (D-33), page D-46

NOTE: The portions of the Glasair II and Glasair III Instruction Manuals describing the rudder cable fabrication and the FT nose gear safety cable fabrication have not yet been published.

DESCRIPTION:

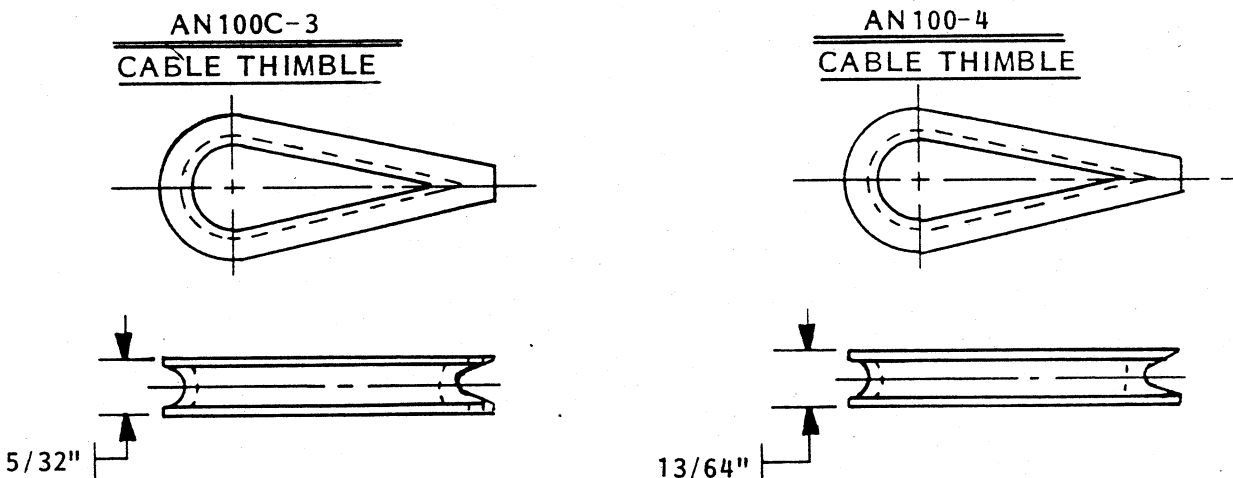


FIGURE (1)

We have discovered that, in recent Glasair kits, we have inadvertently been supplying AN100C-3 cable thimbles in place of AN100-4 cable thimbles. The AN100C-3 is intended to be used only with 3/32" diameter cable. If an AN100C-3 thimble is used in place of an AN100-4 thimble on the larger 1/8" diameter cable, the cable would not rest uniformly in the thimble groove and could be weakened by bearing against the sharp edges of the groove.

The AN100-4 cable thimbles are specified for use at these locations:

1. Rudder cable ends.Glasair I, II, III
2. Nose gear safety cableGlasair I FT, Glasair II FT
3. Nose gear door retraction cable.Glasair I RG, Glasair II RG

The AN100C-3 cable thimbles are specified for use at these locations:

1. Inboard main gear door actuating cables. . . .Glasair I RG, Glasair II RG
2. Tailwheel lock cableGlasair I TD, Glasair II TD
3. Elevator trim system cables.All Glasair II, Glasair III



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SOLUTION: We have no way of determining who may have received the incorrectly labeled cable thimbles and are therefore asking all Glasair builders to inspect all cables thimbles in their kit or on their aircraft to verify that the correct thimbles have been supplied and installed.

There is very little external difference between the AN100C-3 cable thimble and the AN100-4 cable thimble. The significant difference is the width of the cable opening of the thimble, as shown in FIGURE (1).

NOTE: The outside dimensions of the cable thimbles are shown in FIGURE (1) because it would be difficult to measure the inside dimensions if the thimble has already been installed in a cable assembly.

A. ASSEMBLED AIRCRAFT:

If, after inspecting the cables, an incorrect cable thimble is found to be installed, the thimble must be replaced. This requires removing the cable and cutting the 18-3M Nicopress sleeve to remove the thimble.

To remove an 18-3M Nicopress sleeve, place the crimped sleeve on an anvil and use a sharp cold chisel and a hammer to very carefully cut the sleeve between the cables secured by the sleeve. Align the cutting edge of the chisel with the length of the cable and stop cutting before the sleeve has been completely cut through to avoid damaging any strands of cable. The best method is to cut just enough to weaken the sleeve to the point where it can be pried open with the tip of a screwdriver and removed.

After removing the Nicopress sleeve and the thimble, inspect the cable for damage or wear either from the too-small thimble or from the cable disassembly process. If no appreciable wear is evident on the cable (no strands cut or abraded), the original cable can be reassembled with the correct replacement thimble and secured with a new 18-3M Nicopress sleeve.

B. UNASSEMBLED KITS:

Inspect the cable thimbles supplied with your kit, referring to FIGURE (1) to determine their sizes.

PARTS REPLACEMENT

If incorrect thimbles are found, contact Stoddard-Hamilton's Shipping Department for the correct replacement thimbles and replacement of any 18-3M Nicopress sleeves destroyed during cable disassembly. If a damaged or worn cable is found when a thimble is removed, inform us of the length of the damaged cable and a replacement cable of equal size will be returned to you.



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