

SERVICE BULLETIN 62

SUBJECT: POSSIBLE WING LEADING EDGE INTERFERENCE WITH THE NOSE GEAR BOX AND THE FUSELAGE REINFORCEMENT RIB

APPLICATION: GLASAIR III KITS THROUGH SERIAL NUMBER 3128.

DESCRIPTION: The clearances between the wing leading edge and both the nose gear wheelwell box and the fuselage reinforcement rib are very tight. If the laminates on the fuselage rib or nose gear box are slightly too thick, or if the wing is mispositioned relative to the fuselage by as little as 1/16", the wing leading edge can contact part of the fuselage structure. FIGURE (1) shows the wing leading edge position relative to the fuselage reinforcement rib and the nose gear box if installed exactly according to the Instruction Manuals. Because we have had several reports of fuselage rib to wing interference from builders in the field, we recommend performing Step 2 (described below) to provide ample clearance.

SOLUTION:

FUSELAGE REINFORCEMENT RIB AND NOSE GEAR BOX NOT YET INSTALLED:

Step 1:

Before installing the nose gear wheelwell box, bevel the outside laminates and foam core at the top of the cutout on the aft side, as shown in FIGURE (1). Then apply a two-layer laminate over the relieved area to replace the laminates that were removed. Install the wheelwell box as described in the Fuselage Assembly section of the Instruction Manuals.

Step 2:

When shaping the fuselage reinforcement rib foam core, trim it to a 2" dimension at the fuselage centerline instead of the approximate 2-11/16" dimension shown on the Fuselage Reinforcement Rib Template. Install the reinforcement rib as described in the Fuselage Assembly section of the Instruction Manuals.

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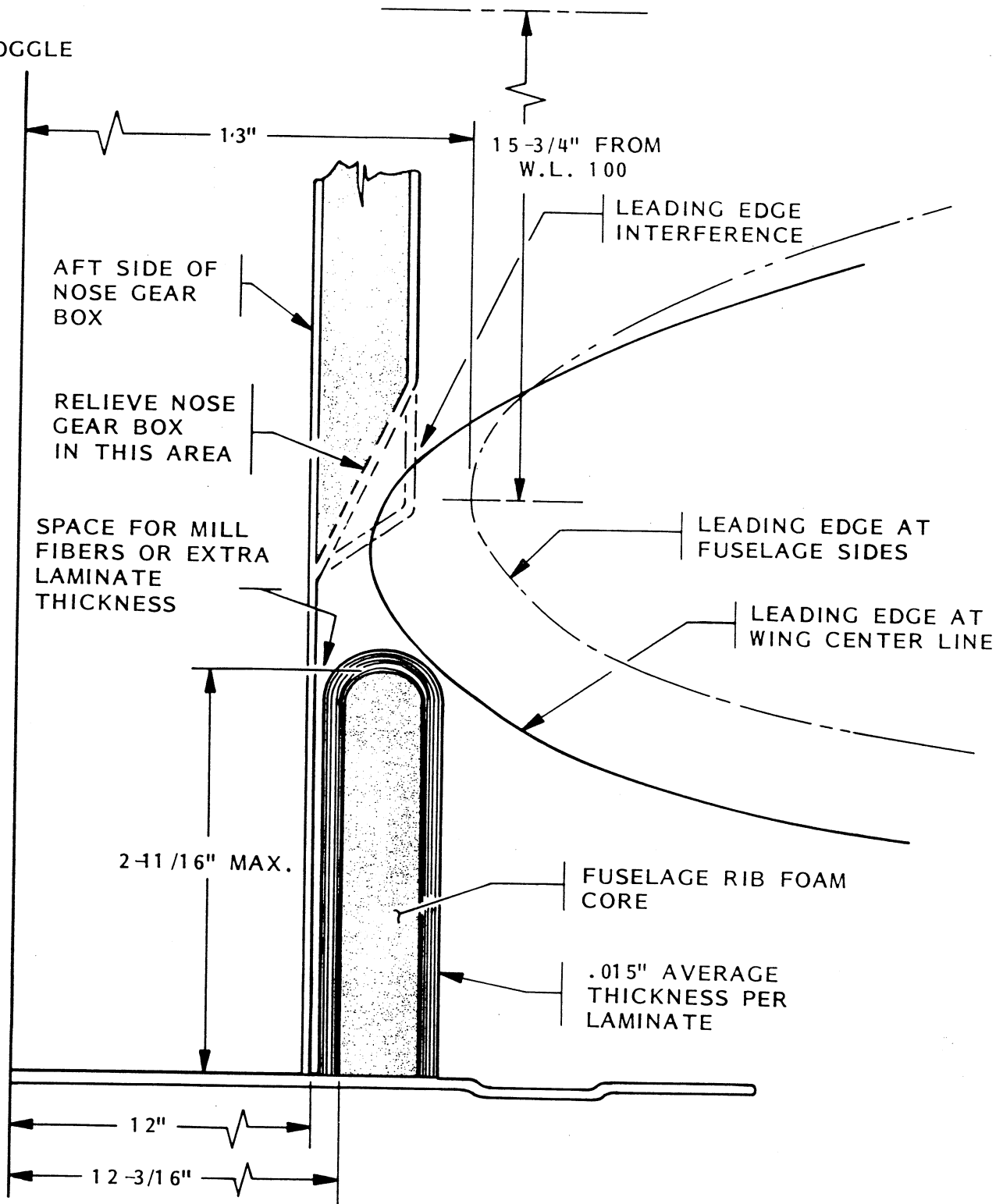
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JOGGLE



GLASAIR III WING TO FUSELAGE RIB/NOSE GEAR BOX INTERFERENCE

FIGURE (1)

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FUSELAGE REINFORCEMENT RIB AND NOSE GEAR BOX ALREADY INSTALLED:

If you encounter interference problems when fitting the wing to the fuselage, the nose gear wheelwell box and/or the fuselage reinforcement rib may be relieved to provide clearance for the wing leading edge, as shown in FIGURES (1) and (2).

The important consideration, if modification is necessary, is to replace all the laminates that are removed. For example, the laminates at the center of the fuselage reinforcement rib are 10 layers thick. The area must be relieved sufficiently to provide clearance when the 10 layer laminate thickness is re-applied. When relieving the existing laminates, bevel them to a shallow angle (10 to 1), and then, when reapplying the laminates, cut each layer slightly larger than the last to avoid abrupt changes in thickness in the finished laminate, as shown in FIGURE (2).

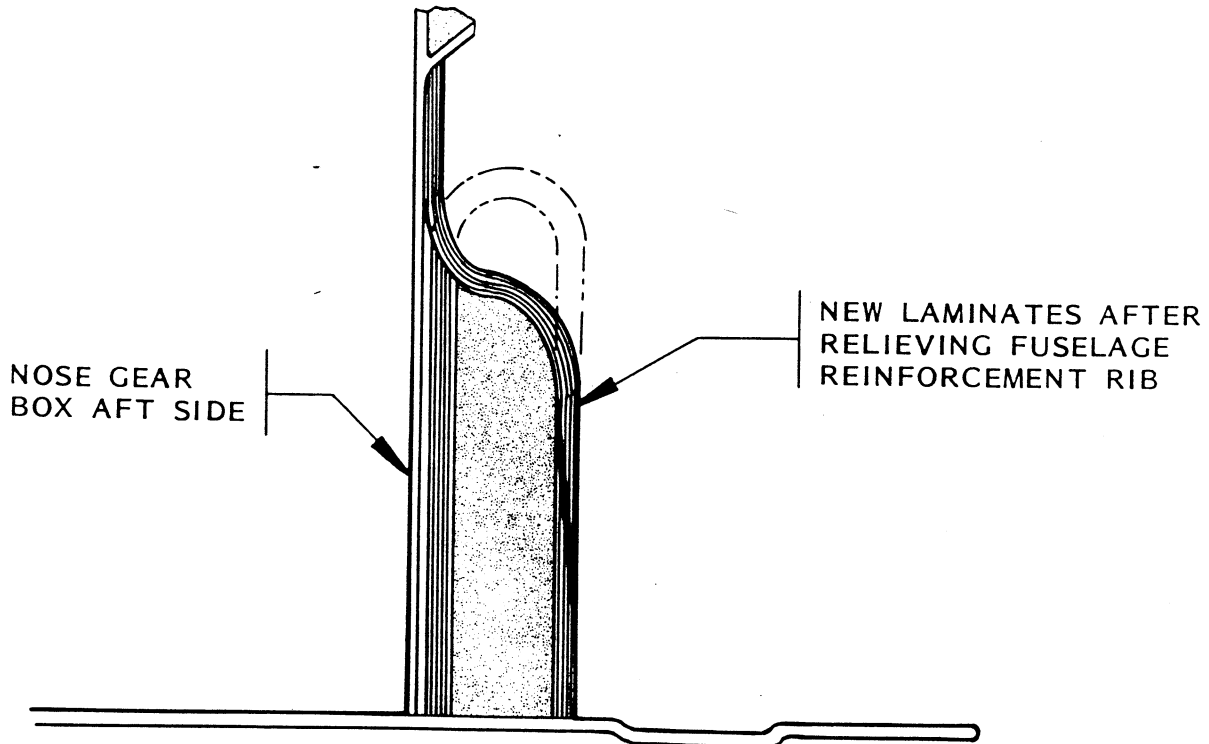


FIGURE (2)

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