

SUBJECT: RG NOSE GEAR EMERGENCY EXTENSION GAS SPRING

APPLICATION: All Completed and Flying Glasair I, II, and II-S RG Aircraft

DESCRIPTION: We have received several reports of failure of the socket attach point to the cylinder end of the nose gear emergency extension gas spring, as shown in FIGURE (1). We also occasionally receive reports of the gas spring weakening and/or losing its function over time.

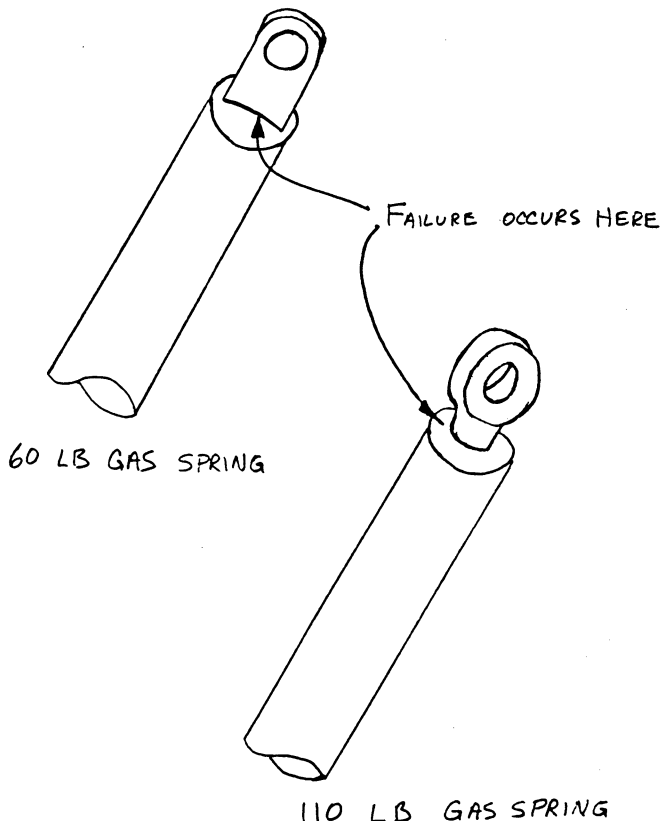



FIGURE (1)

We recommend that all RG owners include a check of the gas spring during each pre-flight inspection. Although the failure point is difficult or impossible to visually inspect, the gas spring can be reached through the nose gear opening and a firm tug will verify that it is connected.

During each condition inspection, remove the gas spring, inspect the socket end for security, and check the spring for adequate pressure by compressing it against a bathroom scale. If the force needed to compress the spring is less than 60 pounds, replace the spring. Add a copy of this Service Bulletin to your condition inspection file or add it as an action item to the condition inspection checklist for your Glasair RG.

			
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It is also important to mount the gas spring with the cylinder end up and the plunger end down so that the seals are continually lubricated with fluid. If installed improperly, the seals will dry up and prematurely wear out, causing the spring to lose pressure.

For a discussion of a related topic, refer to Service Bulletin 79 which recommends replacement of the older 60 lb. gas spring with a 110 lb. gas spring.

We urge all RG owners to report additional failures of this component to Stoddard-Hamilton. This will help us determine whether the design of an alternative means of emergency extension is necessary.



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