

SERVICE BULLETIN 133

SUBJECT: Revised Gross Weight and Main Landing Gear Strut Replacement

APPLICATION: All Glasair I TD Aircraft

DESCRIPTION: Service Bulletin #93, issued 12-12-90, requires the upgrade of the TD landing gear struts for the Glasair II and II-S TD aircraft. Because of the frequent requests to upgrade Glasair I TD's with the same legs (although it's not required) we have decided to offer the upgrade to our customers through this bulletin.

Many of the improved features of the Glasair III were incorporated into the Glasair II, II-S and Super II-S designs. Important features such as pre-molded canopy frames, thicker windshields and canopies, stainless steel canopy latches, unidirectional roll cage protection, longitudinal fuselage stiffening members, stronger wing attach fittings, premolded elevator spars and ribs with centerline hinges and many other improvements have raised the empty weight of these later models.

In order to maintain the same useful load as earlier models, a study was made to evaluate raising the gross weight. For the Glasair II and II-S TD models, the empty weight range should be from 1100 lb. to 1200 lb. with factors such as builder technique, VFR vs. IFR instrumentation, engine options, etc. affecting the outcome.

To maintain similar useful loads as earlier Glasair models, a structural evaluation was undertaken. As a result, the gross weights were increased to the following figures:

- Aerobatic Gross Weight (+6/-4 g's) 1800 lb.
- Utility Gross Weight, Short Wing 1900 lb.
- Utility Gross Weight (with tip extensions) 2000 lb.

To accommodate the higher weights on TD models, a modification to increase the strength of the main landing gear legs was made available.

RECOMMENDED ACTION: We can provide Glasair I TD customers with the same thicker main landing gear struts, and associated attach brackets with necessary mounting hardware, as were provided for the Glasair II and II-S's, to achieve the same gross weights listed above. The struts are approximately 3/8" thicker in section in the center, tapering to the original dimensions at the upper and lower ends.

If you have already installed your main gear struts, the new attach brackets designed for the thicker landing gear struts will mount to your existing rib attach plates. We checked with a local Glasair II TD builder (similar to a Glasair I), and he had plenty of room to accommodate the larger brackets. A minimum 3/16" space is required outboard of the attach brackets, as shown in FIGURE (1). The bidirectional torsional reinforcements added to the lower ends of the struts and all other installation details remain the same.



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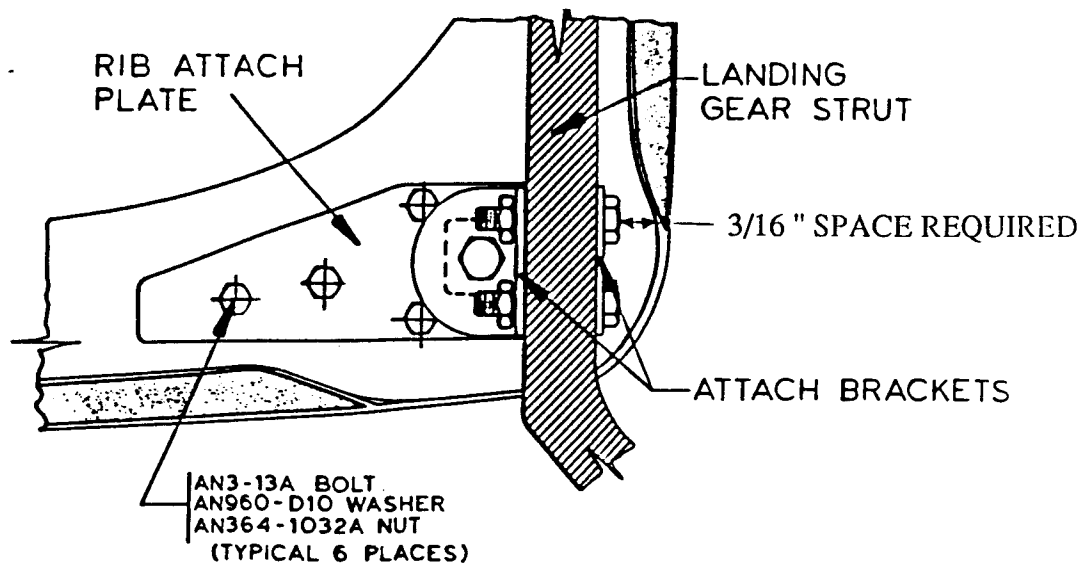


FIGURE (1)

The modification kit to install thicker gear struts also includes an adjustable tubular compression strut to fit between the upper gear strut attach bolts, as shown in FIGURE (2). Be sure to reserve space for the compression strut when installing the header tank fuel lines, the engine controls, wiring, etc.

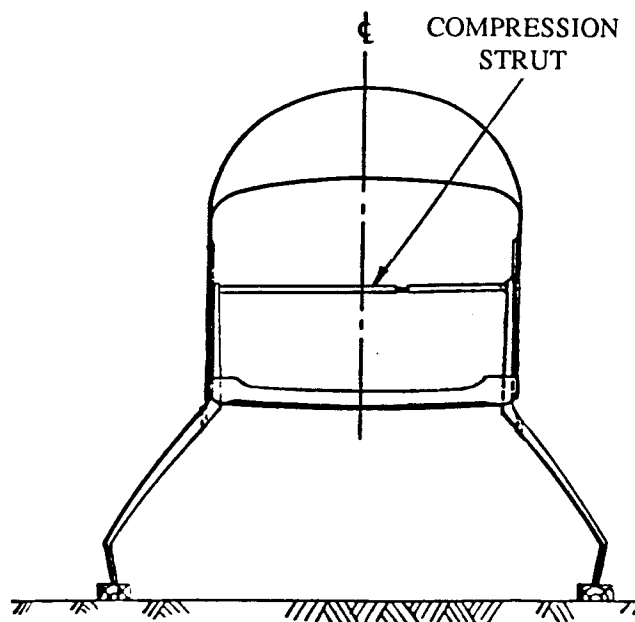


FIGURE (2)

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Please note that we will be able to produce only one or two TD gear strut ship sets per week. Notify us if you need these quickly so we can prioritize our shipments.

If the main landing gear struts and mounting brackets shipped with your kit have not been trimmed or drilled, please return them to Stoddard-Hamilton as they are still usable as replacement parts for other Glasair I kits.

This Service Bulletin is meant to advise you of the main landing gear strut replacement offer. Installation details and hardware will accompany the thicker replacement struts.

Please contact our order desk for pricing and availability.
Gear Retrofit Kit-TD #371-5360-501



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