

SERVICE BULLETIN 134 MANDATORY

This Service Bulletin concerns aircraft operations, and should be included with your Glasair Owner's Manual.

SUBJECT: Directional Control On Take Off

APPLICATION: All Glasairs with non-standard fuel tank and aerodynamic modifications.

DESCRIPTION: If the aircraft is parked on sloping ground with one wing low and with a partially empty main fuel tank, fuel will slowly transfer into the low wing creating a wing-heavy condition. Making tight taxi turns can have the same effect. This fuel unbalance condition can cause control difficulty immediately after take off while at minimum airspeeds with aircraft that are configured in such a way that aggravate this condition. A heavy left wing is especially critical since the resulting left-turning tendency in flight is intensified by the effects of engine torque. The condition becomes even more critical when coupled with a heavy gross weight and aft CG.

Following is a list of non-standard configurations for different models that may allow this condition to occur.


1. **Glasair I's** being operated without the mandatory metering/transfer tubes and/or with non-standard fuel tanks that have extra fuel bays aft of the main wing spar. In particular aircraft that have a small rudder and similar fuel tank configurations or lack of metering/transfer tubes can experience this condition.

Note: The small rudder can be identified by measuring from an extended hinge line, along the lower edge of the rudder, to the trailing edge of the rudder. The small rudder will measure about 19" where the large rudder will measure about 23-1/2". Another way to identify which rudder you have is by measuring vertically along the trailing edge of the rudder, the small rudder measures about 40" and the large rudder measures about 43-3/4".

2. **Glasair II, II-S, and Super II-S** aircraft with non-standard fuel bays aft of the spar and in particular aircraft with aft fuel bays outboard of the aileron belcranks.
3. **Glasair III** aircraft with aft fuel bays outboard of the aileron belcranks.

Glasair I's require fuel metering/transfer tubes in the tanks, as stated in Addendum 10, 2TD, 2RG, Addendum 11, 3TD, 3RG, Addendum 13, 5TD, 6RG, and the Glasair I Owners Manuals (TD page 6-7, FT page 2-14, and RG page 2-14). Service Bulletin 116 also requires the use of the large rudder (standard with all Glasair kits except for Glasair I's) when wing tip extensions are installed.

REQUIRED ACTION: If you are operating a non-standard Glasair and suspect an unbalanced fuel condition, taxi to level ground and allow sufficient time for the main tank fuel level to equalize before attempting takeoff. The time required will depend on the baffling system installed in the aircraft's fuel tank.

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