

SERVICE BULLETIN 149 — MANDATORY

SUBJECT: Main landing gear trunnion tubes, possible cracking

APPLICABILITY: Glasair III main landing gear S/N 0-51

Note: The serial number of each gear is marked on the top of the trunnion assembly.

DISCUSSION: We have received reports of cracking in the main landing gear trunnion tube near or along the bottom edge of the welds where the gusset tubes join the main tube, as indicated by the flags in Figure 1. If allowed to advance, such cracking can eventually rupture the wall of the trunnion tube, causing a loss of strut pressure. If a pilot failed to note the loss of strut pressure during the preflight inspection, the strut could fail to extend on takeoff, and subsequently fail to retract into the wing properly.

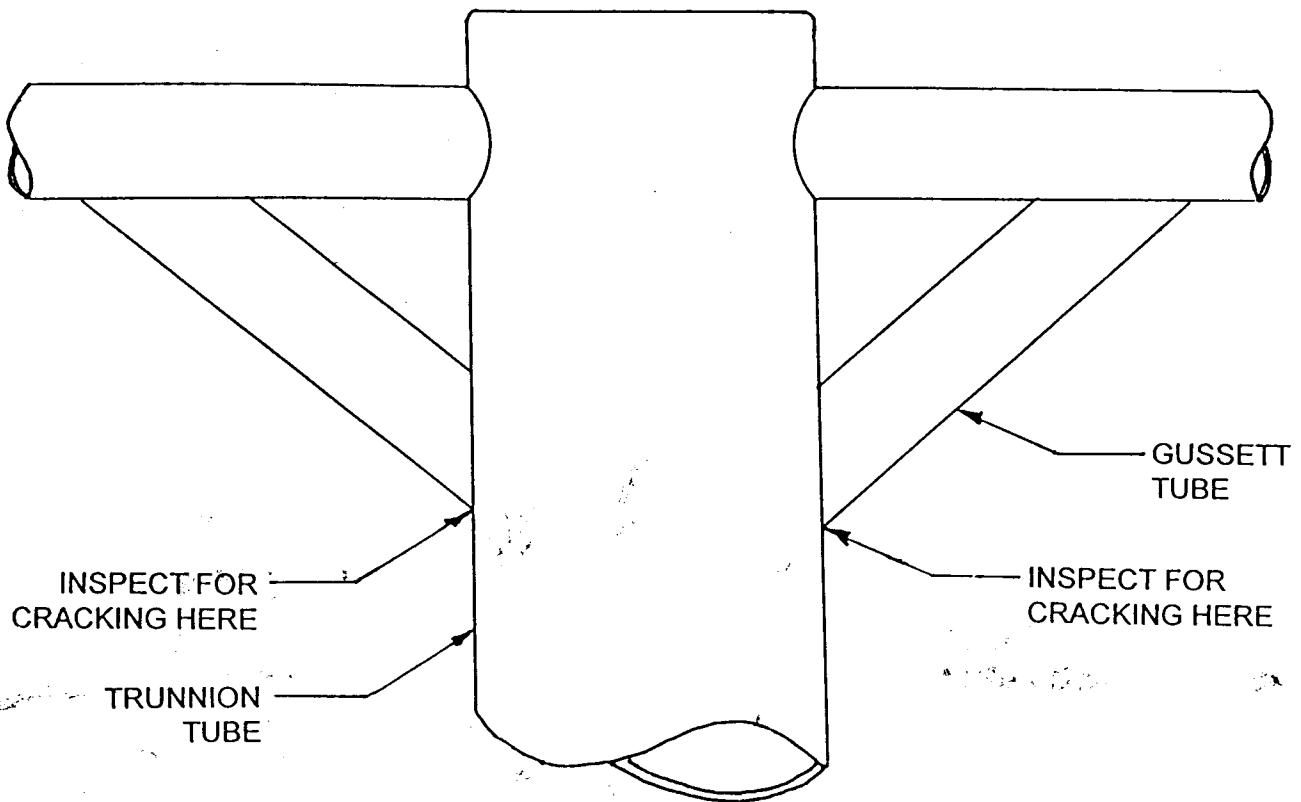


Figure 1: Main Gear Trunnion Assembly



MODEL GLASAIR III	ASSEMBLY NAME SERVICE BULLETIN 149	REVISION	DATE 3/3/97	VOLUME	PAGE 1 of 2
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REQUIRED ACTION: Before further flight, perform a visual inspection of the welds in the areas indicated in Figure 1. Check for any sign of cracking in the paint or of hydraulic fluid leakage. Repeat this inspection at intervals of not more than 25 hours of service for the life of the landing gear.

If cracking is detected, the most practical solution is to replace the trunnion assembly. The difference between the cost of a new trunnion assembly and the cost of reworking an original one is small. Our vendor advises us that the rework would take several months to accomplish, as it would require disassembly of the gear leg, stripping the paint off the trunnion assembly, re-welding the cracks, normalizing and re-heat treating the assembly, re-applying paint and reassembling the gear. Additionally, the finished product would still be an original-design trunnion, subject to cracking in time just as it did initially. The current trunnion design, on the other hand, has been upgraded in many important respects, including the use of thicker-walled tubing and the addition of gusset plates, both of which make cracking in this area extremely unlikely. For all these reasons, Stoddard-Hamilton will not support the reworking of first-run trunnion assemblies in the event cracking is discovered.

If you wish to order a replacement trunnion assembly, please contact our Option Sales Department for current pricing and availability. Please be aware that there may be a significant lead time associated with this part, so you may wish to consider ordering a replacement even if you do not observe any cracking at present.



MODEL	ASSEMBLY NAME	REVISION	DATE	VOLUME	PAGE
GLASAIR III	SERVICE BULLETIN.149		3/3/97		2 of 2