

SERVICE BULLETIN 154 — MANDATORY

SUBJECT: Gear warning buzzer (P/N 210-0677-001)

APPLICABILITY: Version 2 Glasair IIIs (i.e., Kit #3296 and higher); earlier Glasair IIIs with the Emergency Gear Extension Retrofit Kit (P/N 353-5800-502) installed; and any Glasair I RG, II RG, II-S RG or Super II RG that has been modified by replacement of the standard PC board with the current Glasair III diode board

DISCUSSION: A potential hazard associated with the landing gear warning buzzer has come to our attention. If wired according to our instructions, the outer case of the buzzer will, at least sometimes, be electrically “hot,” thus posing a potential fire hazard if it should be inadvertently grounded through contact with baggage or some other metal component of the aircraft. Whether the buzzer case is always hot or only sometimes hot depends on how it is wired, but in either instance, precautions must be taken to ensure that the case cannot be inadvertently grounded.

The gear warning buzzer has two colored wires—a green and a black. However, the instructions for wiring the buzzer (whether contained in the Final Assembly section of the *Glasair III Instruction Manual, Version 2* or in the Glasair III Emergency Gear Extension System Instructions (P/N 633-0195-016)) do not specify these colors. If the buzzer is wired as shown in Figure 1 on the following page, then the green wire, which is connected directly to the case of the buzzer, goes to the positive bus, and the case will be continuously energized as long as the master switch is on. If the buzzer is wired as shown in Figure 2, then the black wire goes to the positive bus, and the case will be hot only when the buzzer is activated by the closing of either the push-to-test switch or the gear warning microswitch on the flap control mechanism.

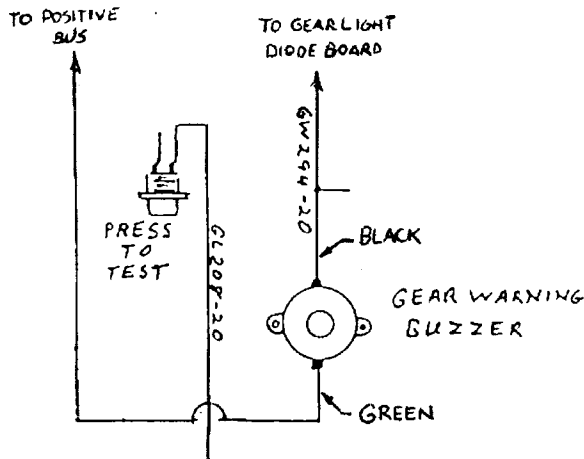
Note: Figures 1 and 2 are excerpted from the large landing gear position indicator circuit schematic presented as FIGURE (G-155) in the manual and FIGURE (14) in the option instructions. Refer to these complete schematics if you are uncertain about the location of the buzzer in the system.

REQUIRED ACTIONS: The following actions are **mandatory**:

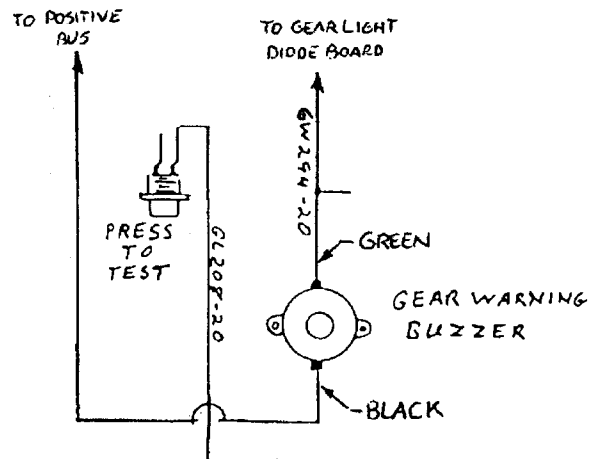
1. **Prior to further flight**, disconnect the warning buzzer from the rest of the gear position indicator circuit. (The remaining elements of the circuit will continue to operate normally.) Placard the aircraft as follows: **“Gear Warning Buzzer Inoperative.”**



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**Figure 1: Worst-Case Buzzer Polarity
(Case Always Hot)**



**Figure 2: Best-Case Buzzer Polarity
(Case Hot Only When Buzzer Is Activated)**

2. **Within the next twenty-five hours in service**, inspect the installation of the buzzer to determine whether any reasonable possibility exists that the case of the buzzer or any metal mounting bracketry associated with the buzzer might be contacted in flight by any metal object. In particular, carefully consider the possibility that moving flight control components, flexible interior covers and closeouts, or loose electrical wiring or fluid lines might contact the buzzer case. Also, consider the possibility of contact by improperly stowed or shifting baggage.

If any reasonable possibility of metallic contact with the buzzer case exists, then this possibility must be eliminated by either relocating the buzzer to a protected location or by constructing a shroud or cover to prevent such a possibility in the buzzer's current location.

Also, inspect the buzzer to determine whether it is wired according to Figure 1 or Figure 2 above. If it is wired according to Figure 1 so that the green wire goes to the positive bus and the case is continuously hot, rewire it according to Figure 2.

3. After all the inspections and/or modification described above have been completed, reconnect the warning buzzer and remove the placard **prior to further flight**.

					
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