

**SERVICE LETTER 7**

**SUBJECT:** Factory Molded Landing Gear Boxes

**APPLICATION:** All Glasair II RG, II-S RG, Super II-S RG, and G-III Aircraft shipped prior to 11/16/94 and still under construction.

**DESCRIPTION:** Some builders are having difficulty routing the hydraulic actuator lines through the C-1 rib between the unidirectional bow and the landing gear box aft partial spar, as called out in the instruction manual and shown in FIGURE (1). This problem may occur if, during fabrication of the landing gear box, the unidirectional bow was molded in too far aft (see FIGURE 2, upper illustration), leaving too little space for the three 1/2" holes called for in the instruction manual.

If the hydraulic line exit area of your landing gear boxes looks more like the one in FIGURE (2) than the desired configuration shown in FIGURE (1), use the following suggestions for alternative hydraulic line routing.

**RECOMMENDED ACTION:** The easiest cure for this lack of space is to simply avoid the area and take a slightly different route than shown in the assembly manual and FIGURE (1).

FIGURE (2) shows two slightly different paths for the hydraulic lines to follow. Both involve drilling the 1/2" pass through holes at a 45° angle to the landing gear box partial spar surface. The view on the left has the holes right in the corner of the gear box, the second is pulled back (outboard) toward the union fitting angle. The results are the same, but the one on the left is probably easier to accomplish and requires the least amount of work.

We also recommend adding a plastic tube or a protective sleeve, such as spiral wrap, over the tubes where they go through the holes and then "potting" them in place with silicone sealant. This acts as both an anti-chafe device and as a sealant to protect the laminate and its foam core.

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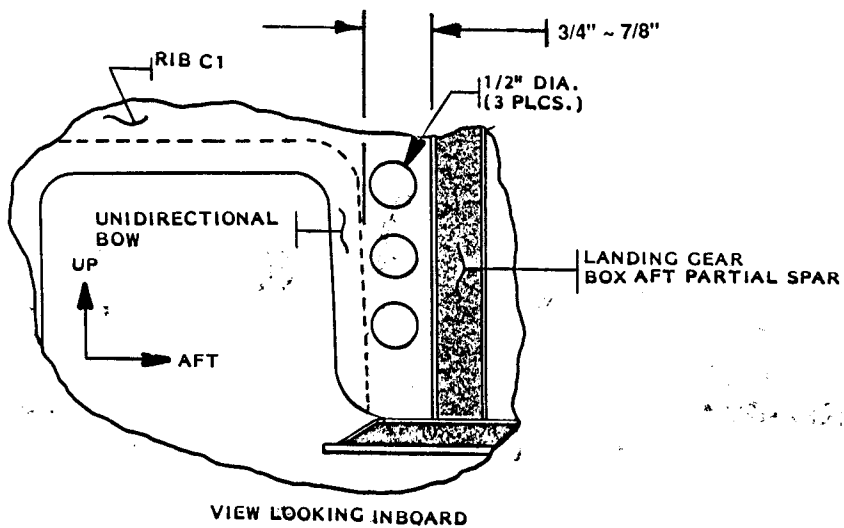
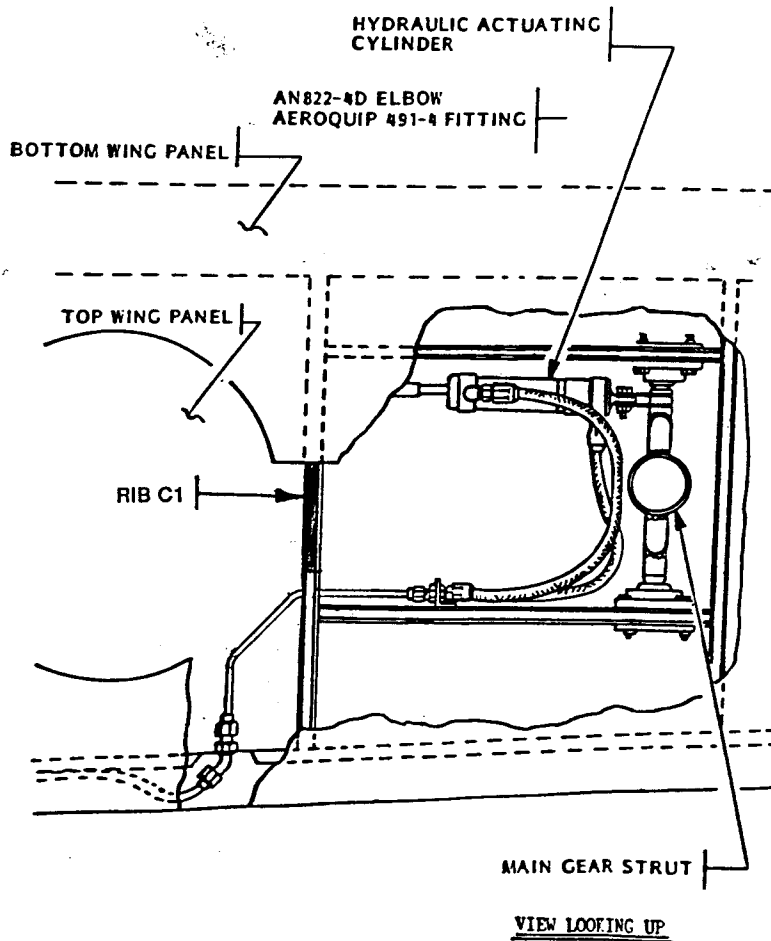
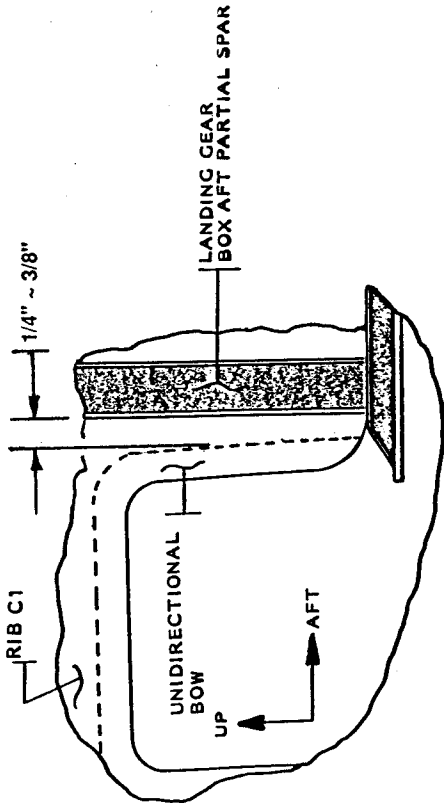


FIGURE (1)

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VIEW LOOKING INBOARD

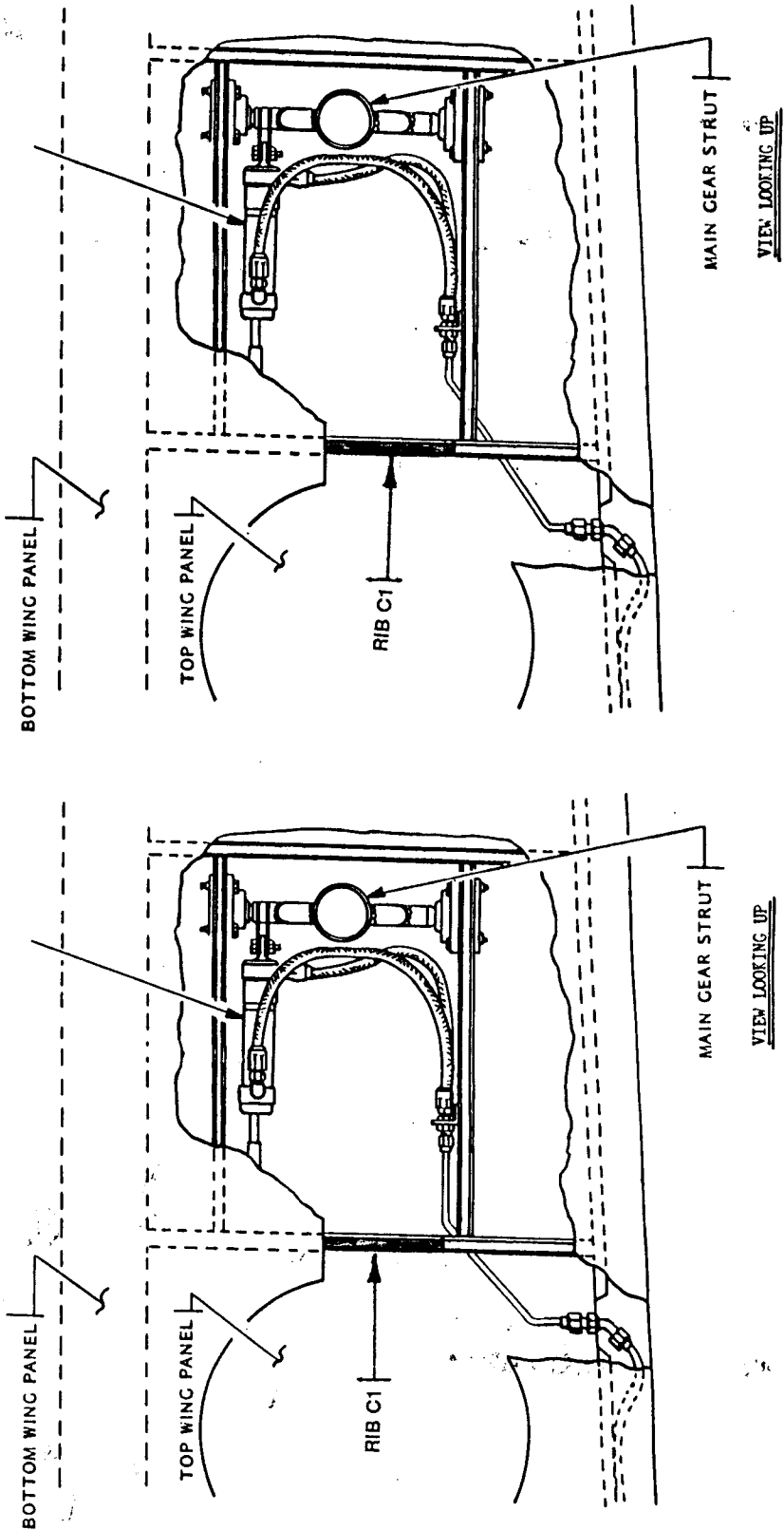


FIGURE (2)

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