

Glasair Service Bulletin 1

Subject: Nose Gear Scissors

Models Affected: RG Landing Gear #01-70

On some of the nose gear struts in the first production run, the upper and lower pivot points for the scissors are too far apart, allowing the possibility of the scissors rotating over center and locking the oleo strut in its fully extended position.

To check your nose gear strut, first bolt the aft ends of the shimmy damper friction collars together using the AN hardware provided, as shown in FIGURE (3-23) on page 3-37 of the RG Appendix. Now, with the strut fully extended, push inward on the center pivot point of the scissors, as shown in FIGURE (1-1), using firm thumb pressure. If the scissors rotate to the over center position, shown by the dotted line in FIGURE (1-1), then a problem exists which must be remedied. Be aware that, with the gear struts fully extended, the nose gear scissors are normally in a flatter position than the main gear scissors, and also that rubber O-rings are used in the oleo struts to cushion the extension stop. So, do not use excessive force to accomplish this test; just use firm thumb pressure.

If your testing shows a problem to exist with the main gear scissors, we will exchange your shimmy damper friction collars with a modified set on which the scissors boss has been lowered 1/8". The collars can easily be replaced with the nose gear struts mounted on the airplane. These modified parts should be ready for shipment in the near future.

If you planned to have your airplane flying before parts are available, fabricate a stop plate and bolt it to the nose gear fork, as shown in FIGURE (1-1), to keep the scissors from rotating to the over center position. This stop plate can be removed after you receive and install the modified friction collars.


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MODEL	ASSEMBLY NAME	REVISION	DATE	VOLUME	PAGE
GLASAIR RG	SERVICE BULLETIN 1		9/6/84		1

Subject 2: Nose Gear Fork Mounting Bolt

Models Affected: RG Landing Gear #01-70

The aft bolt that holds the nose gear fork to the oleo strut, referenced by Flag #1 in FIGURE (1-1), may rub on the tire. This bolt should already have been installed with the head toward the tire but, in some instances, there is still too little clearance. If this is the case, remove the bolt and countersink the bolt hole (on the side toward the tire) for an AN509-10R14 screw. We will supply the screw, if needed.

NOTE: In extreme cases all three of the aft bolts will need to be inverted and countersunk.

Subject 3: Hydraulic Pump Solenoids

Models Affected: RG Landing Gear #01-70

There have been some problems with the hydraulic pump solenoids burning out. The problem is that the solenoids are not rated for continuous duty and are subjected to rather hard usage during the gear testing phase. For example, the gear might be cycled repeatedly, or, for some reason, the builder might want to stop the gear in a partially retracted position. If he did this by pulling the 40 amp breaker, current would still be supplied to the solenoid coil which could burn it out if left in this condition for a number of minutes.

Accordingly, during the gear testing phase of your Glasair RG construction, take care that current is not supplied to the solenoid coils for more than a minute at a time without some cooling off time.

In the future, we will be stocking a continuous duty solenoid for this application so, if replacement parts are needed, this should not be a recurrent problem.



MODEL	ASSEMBLY NAME	REVISION	DATE	VOLUME	PAGE
GLASAIR RG	SERVICE BULLETIN 1		9/6/84		2

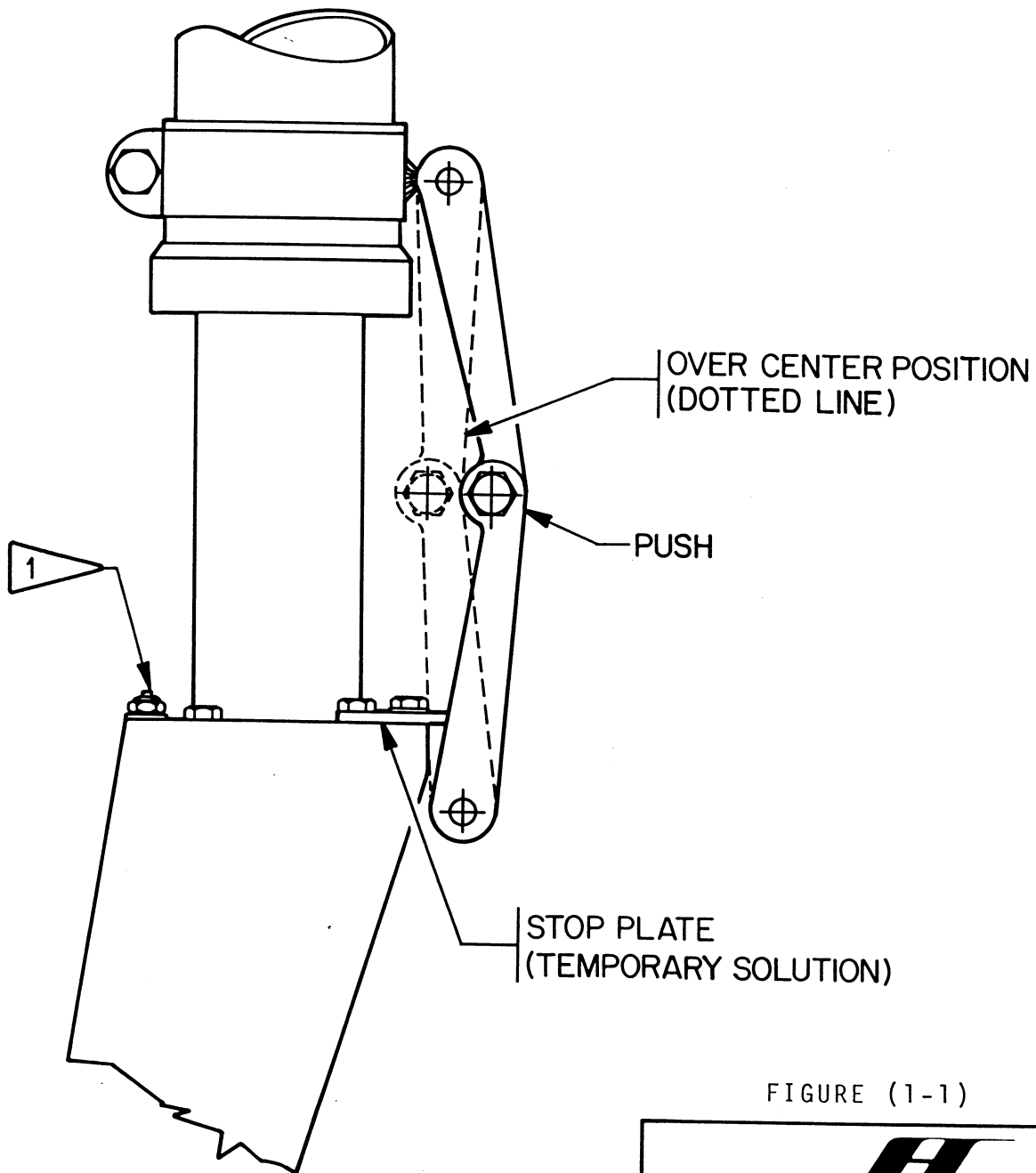
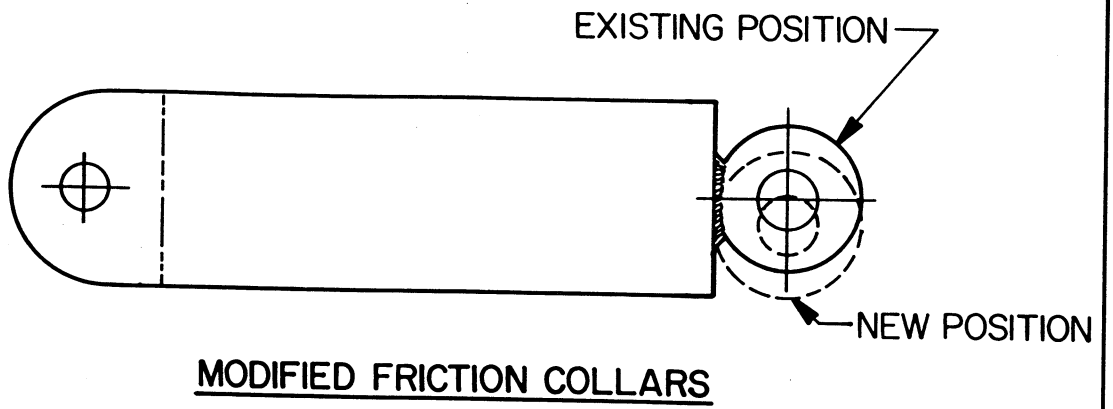


FIGURE (1-1)

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MODEL GLASAIR RG	ASSEMBLY NAME SERVICE BULLETIN 1	REVISION	DATE 9/6/84	VOLUME	PAGE 3
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