

SUBJECT: TD main landing gear Position

APPLICATION: All Super II-S TD aircraft kits

DISCUSSION: This Bulletin replaces Service Bulletin #118 in order to correct some of the references given and to add additional information.


DESCRIPTION: The correct position of the TD main landing gear is located by the position of the landing support ribs in the forward belly panel. The original position of the support ribs for the super II TD, as given in the Advance Notice of Revisions dated 7/01/93, was incorrect. The correct position is **5" inches farther aft for the super II-S TD than for the II-S TD**, not 6" farther aft.

SOLUTION: Revise the Advance Notice of Revisions to reflect the 5", instead of the 6" farther aft, and revise your instruction manuals accordingly. As stated in the Advance Notice of Revision, refer to **Page D-52**, Figure (D-26); **Page D-53**, Figure (D-27); **Page D-70**, Figure (D-37); **Page D-71**, Figure (D-38); **Page D-76**, Figure (D-41); and **Page D-77**, Figure (D-42). Also add reference; **Page D-35**, Figure (D-16); and **Page D-38**, Figure (D-17); **Page D-100**, Figure (D-54); **Page D-106**, Figure (D-58); **Page D108**, Figure (D-60); **Page D-110**, Figure (D-62); **Page D-114**, Figure (D-66); and **Page D-116**, Figure (D-67).

If the landing gear support ribs have already been installed, repositioning them the 1" inch forward is optional but recommended. Due to the small distance it will have a relatively small effect on the actual handling of the aircraft.

ADDITIONAL MAIN LANDING GEAR SUPPORT STRUCTURE INSTALLATION INFORMATION

1. The location of the Upper Landing Gear Attach Reinforcements will be moved aft 5" from the position shown on page D-62.
2. The number and size of laminates used to close-out the Upper Landing Gear Reinforcements will change from the call outs in Step F-5, page D-64.
3. The Firewall Rib Corner Reinforcements, shown on page D-67, have been eliminated.
4. All references to main landing gear location relative to the fuselage have been moved aft 5"
5. The upper main landing gear will now be reinforced with a 1/2" foam rib located just forward of the main landing gear upper attach point, between the upper landing gear attach point and the firewall. This rib will be called the Upper Landing Gear Support Rib and will be tied to

 STODDARD-HAMILTON AIRCRAFT, INCORPORATED					
MODEL	ASSEMBLY NAME	REVISION	DATE	VOLUME	PAGE
GLASAIR	SERVICE BULLETIN 118	A	12/15/93		1 of 2

the fuselage sides and firewall with an 8-layer laminate.

6. The upper main landing gear attachment will be secured to the Landing Gear Support Rib with .063" 4130 steel plates. These tie-in plates will be bolted to the upper and lower sides of the compression strut and the Landing Gear Support Rib.

The entire Glasair Super II-S TD Fuselage Assembly section is currently in rough draft form and will be available mid-January. Preliminary information giving further details of the above Super II-S TD gear installation is available upon request.



MODEL	ASSEMBLY NAME	REVISION	DATE	VOLUME	PAGE
GLASAIR	SERVICE BULLETIN 118	A	12/15/93		1 of 2