

SERVICE BULLETIN 147, REV. A — MANDATORY

SUBJECT: Main gear half fork attach bolts

APPLICABILITY: Glasair II RG, II-S RG and Super II RG Kits #1001-2377

Note: If your kit is in the range of kit numbers listed above but you have not yet received your landing gear as of October 16, 1996, then this Service Bulletin **does not and will not apply** to your aircraft. Gear shipped after October 16, 1996 will come from the factory with the modification described below already accomplished.

DISCUSSION: It has come to our attention that the threads on some of the AN4-13A bolts that secure the main gear half forks to the oleo struts are bottoming out in the pressed-in spline nuts before they fully clamp the half forks to the oleo strut flanges. Installing an AN936A416 internal star washer between each bolt head and its AN960-416 standard washer will prevent the threads from bottoming out, as well as providing extra locking action on the bolts in case the bolts do not protrude far enough through the spline nuts.

Note: Some very early Glasair II RGs came equipped with Glasair I RG-style landing gear, in which the half forks were secured to the oleo struts with flush-head machine screws rather than AN4 bolts (see Figure 1). If your gear has screws, then this Service Bulletin is **not** applicable to your aircraft.

Note: Some early struts were assembled with AN4-12A bolts instead of AN4-13A bolts. The shorter AN4-12As will not bottom out in the spline nuts; however, it's likely that fewer than one thread of the AN4-12As will protrude out the bottom of the spline nut. Thus, a star washers should still be installed per the following instructions to ensure that the bolt is adequately secured.

REQUIRED ACTION: **Before further flight for aircraft with fewer than 10 hours of flight time and within the next 50 hours for aircraft with more than 10 hours of flight time**, remove each AN4-13A bolt and install an AN936A416 internal star washer between the bolt head and the AN960-416 standard washer, as shown in Figure 1. Because some early chrome oleo struts have a removable plug that could blow out if the half fork is completely removed, remove the bolts one at a time and re-torque each one to 70-80 in.-lbs. You may find it worthwhile to remove the inner gear doors (if installed) before performing this work.

The required AN936A416 internal star washers are enclosed free of charge with this Service Bulletin.

Note: If a pressed-in spline nut rotates as you try to remove a bolt, try to hold it with locking pliers or try staking it in place with a center punch. If these methods fail to prevent the nut from rotating, you'll



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have to drill out the bolt. If you have a 90° drill motor, you may be able to do this through the bolt head from above, but otherwise, the proximity of the oleo strut will likely force you to drill from the bottom. This will require removal of the wheel assembly.

Contact the Stoddard-Hamilton Order Desk for replacement spline nuts, available at no charge; please refer to this Service Bulletin by number and order P/N 640-4216-048. Bond the new spline nuts in place with Loctite or a similar bonding compound.

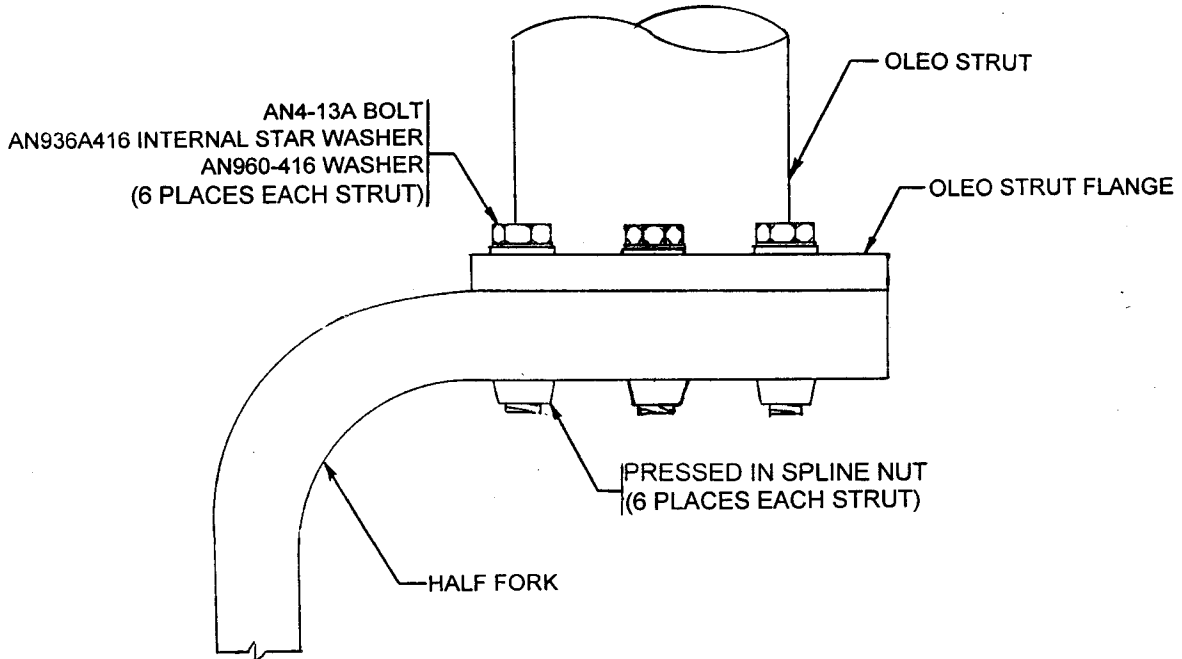


Figure 1: Main Gear Half Fork/Oleo Strut Assembly

Note: Some early struts had only four oleo-to-half fork bolts instead of six, as shown in Figure 1.



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