

TECHNICAL UPDATE

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Number May '81

Distributed as a free service to all Lazair owners

1.1 RUDDERVATOR HINGE BOLT

The 47 bolt that fits into the P1 at the root end of the ruddervator should be held in by bottoming the bolt thread in the threaded hole and should not tighten on the B4. This is to ensure that the bolt has no tendency to unscrew. If your bolt is tightening on the B4, then either replace the bolt with a longer bolt or safety wire the head of the bolt.

1.2 NYLON BEARINGS

Wherever there is a B3, B4 or B6 other than the B4 mentioned in number 1 above, the situation should be such that when the moveable surface is moved, the bolt holding the bearing (B3, B4 or B6) should remain stationary. If this is not the case, remove the bearing and file the hole bigger in the moveable surface so that the bolt can then be further tightened without the bearing seizing to the moveable surface.

1.3 FUEL LINE CONNECTIONS

As mentioned in the flying manual, all gas line connections should be safety wired before flying to prevent air bubbles in the gas line (this includes where the gas line attaches to the engine).

1.4 MAINTAIN AIRSPEED

There have been an increasing number of incidents where pilots have tried to climb out at too low an airspeed which results in a mush condition where the aircraft will no longer climb and possibly descend. The mush is controllable, yet sometimes the nose will drop as in a stall. The danger is that people don't recognize this condition, especially when trying to go over obstacles. With this emphasis we hope to prevent some bent tubes and wings.

1.5 IN-FLIGHT RESTARTS

We would like to remind people that air restarts are tricky and should only be attempted at altitudes over 1000 feet until a significant skill is obtained in doing this manoeuvre.

1.6 PRIMER BULBS

We have received word from a few customers that primer bulbs have been failing due to a reaction with the gasoline. Inspect your primer bulbs frequently and if you see any signs of deterioration, replace the bulb with one obtained locally.

1.7 PREFLIGHT INSPECTIONS

Lastly, we would like to remind you of the obvious need to do a complete and thorough preflight inspection before you fly.