

STOL AMPHIBIAN CORPORATION

KEY BISCAYNE BANK BUILDING
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In addition to the next 25 hour and subsequent 100 hour inspection of clevis fitting #1482, the inspections should also cover the attach point of #1482 to #1110 (landing gear actuator torque tube assembly) and the attach point of the bottom of #1149 (landing gear retracting hydraulic cylinder) and #1112 (landing gear actuating lower lock link) to check for elongation, cracks, or excessive wear.

Additionally, all components of the landing gear system (axles, hull bearings, and the remainder of the retracting mechanism) should be checked for wear and proper lubrication. Excessive wear will allow vibration to occur on landings that will only compound the problem, it may even prevent the gear from locking in a positive manner, up or down.

In the event that the landing gear is exposed to unusual loads with the gear not fully locked up or down (i.e., striking an underwater surface with the gear partially extended or retracted) the clevis fitting #1482, should be examined for damage before the next ramping or landing is attempted.

If you have sold your airplane please forward this information to the new owner.

STOL Amphibian Corporation

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