

Service Letter No. SL-AG-20
5 September, 1962

LANDING GEAR

APPLICABILITY: All S-2 Aircraft through S/N 1150 using Stearman or BT-13 wheels (Early aircraft using the 8.50 x 10 Twin Cessna wheels and S-2B's Serial Number 1003 and 1004 not affected)

There have been several reports of cracking in the weld at the point where the main gear leg is attached to the tube which houses the wheel spindle. The probable cause of this cracking is from repeated heavy breaking and operating from rough strips.

The welding process at this connection was changed on serial numbers 1078 and up and there have been no reports of failure on serial numbers above 1078. However, it is suggested that all S-2 owners conduct an immediate inspection of this area and thereafter every 100 hours until the fix described below is incorporated. This fix is FAA approved.

- 1 *Cut two equilateral triangular gussets 3.0" each side from 4130N sheet. .125" thick.
 - 2 Remove the 5/16" bolt from each gear that attaches the spindle to the landing gear structure.
 - 3 Remove the brake line at the wheel and the brake fitting at the wheel. The wheel and entire brake assembly should be removed if it interferes with the welding process.
 - 4 Cut away a small portion of fabric in the area of the wheel.
 - 5 Hold the triangle gusset in the position shown on Page 2 and weld where shown. Electric arc welding is suggested using 3/32" to 1/8" diameter general purpose welding rod. Gusset is attached to front side of gear only.
 - 6 Clean welded area and prime with zinc chromate primer followed by a coat of activated Copon paint.
 - 7 Replace the parts removed for welding operation. Fill out enclosed card and return to factory.
- * If gusset material is not immediately available, contact the factory and gussets will be sent at no charge.