

NOSE GEAR SERVICE BULLETIN FAQs

Q: Can I still use my existing gearleg fairing and wheel pants?

A: Yes. However, many builders are using this opportunity to install the newer U-713C wheelpant brackets, which allow the rear section of the pant to be removed without removing the axle bolt. Matching the new brackets to the wheelpant may require some minor fiberglass touch-up.

Q: So, how much is all this going to cost?

A: That depends on what's required to bring your airplane into compliance. Here's a list of component costs. Shipping costs will depend on where you are, and the kind/speed of shipping you want.

Service bulletin component/service prices:

WD-630-1 fork	\$154.00	
U-603-3X leg	\$194.00	
Wd-631-PC collar	\$25.00	
Shorten/rethread	\$75.00	(ship directly to Langair Machining)
Match drill	\$75.00	(ship directly to Van's Aircraft)
U-713C L&R	\$14.65	each

Q: Can I get the machine work done locally?

A: Possibly. Threading the tough steel of the gear leg would be a very difficult task in a home shop and not much easier in a machine shop. Based on the experience of those who have tried it, we would **STRONGLY RECOMMEND** that gear legs be returned to Langair Machine for modification.

Match drilling the hole in the upper gear leg is a tougher job, and accuracy is imperative. A good shop could do this with the old gear leg as a model, but it's a one-shot operation. If it doesn't go well, the only repair is a new gear leg. Also, the cost for a one-off operation at a local shop might easily exceed what Van's charges. For more information on this operation see the directions posted on www.langair.com.

If your gear leg *can* be shortened and threaded, we **HIGHLY RECOMMEND** you take this course, rather than replacing the gear leg altogether. This operation will be quicker, easier, less wasteful and less expensive than matching the hole in the upper end.

Q: My new nose fork just arrived and it looks used.

A: It isn't. The discoloration and marks around the bolt holes (and perhaps other portions) are left by the fixtures that hold the parts while welding. We only ship brand-new forks. New gearlegs will not be powdercoated, because we have no fool-proof system for identifying and returning the right gearleg to the right owner. It would also add two weeks or more to the turn-around time.

Q: How long will all this take?

A: Current lead times (as of Feb 20, 2008) are 8 weeks for nose forks and about two weeks for nose gear legs. This will no doubt fluctuate with supply and demand. We'd recommend ordering the fork as soon as possible, then, either when it arrives or the order is six weeks old, removing the nose gear leg and returning it for modification or replacement. This should cause the minimum time out of service.