



SkyStar

AIRCRAFT CORPORATION

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SERVICE BULLETIN #34

DATE: May 1, 1994

SUBJECT: Possible cracking of the .118" windshield used on Kitfox Speedsters

APPLICABILITY: All Kitfox Speedsters and any Kitfox with the P/N 54030.000 polycarbonate windshield

COMPLIANCE: Mandatory, as listed below

FROM: SkyStar Engineering

To prevent possible cracking of the windshield during construction, or prior to further flight, remove the P/N 54030.000 Windshield from the aircraft or kit, and replace it with a P/N 54021.000 Windshield. Experience has shown that the .118" thick windshield is prone to crazing or cracking if other than ideal installation techniques are used to install it. SkyStar has tested a more flexible .090" thick windshield in our Speedster, and has determined that incidences of cracking may be significantly reduced, while offering no decrement in performance or safety.

For a limited time, SkyStar will replace the old P/N 54030.000 windshields with the new, thinner windshield at no charge. Please call customer service prior to **June 15, 1994** to arrange for a no-charge replacement. After that date the cost of the new windshield will be \$58.59 plus shipping.

In order to reduce the possibility of cracking the new windshield during installation, SkyStar recommends the following:

1. Use a saw with a fine-tooth blade to cut the windshield to shape. Secure the windshield against a stiff, flat object (such as 1/2" plywood) when cutting, to eliminate flexing. Holding the saw at a shallow angle (15-20 degrees) relative to the windshield will also help.
2. Do not force the saw through the polycarbonate material at a rapid rate; let the saw cut at its own rate.
3. Use a file and fine grit sandpaper to do the final trimming on the windshield. Avoid making large scratches on the edges of the material.
4. Make sure that any cut edges are completely smooth and free of nicks, gouges, sawmarks, etc. File and sand as necessary.
5. Install the windshield as described in your assembly instructions. During windshield installation, keep the bend radius at the outside of the forward spar carrythrough as large as possible.