

**IMPORTANT LANDMARKS IN EVOLUTION OF X-AIR "H" (as on 02/01/2007)**

Serial Number	Model	Modif description	Problem corrected/modif effect	Action ( <u>critical</u> ( <u>underlined</u> ))
1027	H	Straight wing struts fittings; main axle modified accordingly	Weak folding line on the plate could lead to failure due to metal fatigue.	<u>Retrofit is a must within 400 hours:</u> reinforced fittings are provided free
1072	H	Composite parts: suppression of gelcoat; PU painted instead (subcontracted); Introduced front fork type 2, with spring.	Brittle gelcoat was prone to generate cracks in composite parts otherwise very flexible; Bungee fork too "sticky".	
1079	H	Flap and aileron internal construction modified.	Pop rivets could damage sail, cleaner surface, saved weight, simpler construction.	
1085	H	Cockpit bottom side tubes changed from aluminium to steel ; New British "section S" compliant tail; Aileron and flap controls linkages redesigned and modified cinematics; Wheel shaft redesigned: type 2 (needs new leg fittings); Ultralam fabric option	Alu tubes were prone to crack; Larger area of fixed vertical surfaces contribute to improved stability in yaw; rudder gained in efficiency; early linkages, though adequate, bore a rustic look. Wheel shaft reinforced.	Although not critical, we recommend retrofit of new side tubes. Some pilots prefer the old tail (more agile aircraft) However a retrofit of the full tail can be ordered
1094	H	Stronger tank suspension cables; Stronger landing safety cables; Lighter wheels; reinforced double stick assy connecting tube; SS rivets on plates linking jury strut and wing strut; Stronger alu rivets on jury struts; M4 bolts on all control connecting rods instead of rivets;	single nico could slip off; Double stick assembly could have been subject to deformation in case of instructor/student conflict.	Although not critical it is advisable to retrofit new cables (tank and landing gear). <u>Please jump original rivets on jury struts plates and replace with quality SS rivets.</u>
1096	H	Fork spring hardness reduced to 2 kg/mm (previous @ 3.2 kg/mm).	Too hard	
1104	H	Proper nut strip instead of nutserts to fix windshield on roof; Composite PU painted at factory; improved quality control system on composite parts.	Nutserts were coming loose; Early subcontracted painting job was lacking quality and lustre.	
1121	H	Steel plates instead of aluminium in the "C" of cockpit sides; Introduced front fork type 3 and spring loaded rudder.	Plates compliant with "section S" requirement; New fork further reduces friction and, combined with rudder spring loading, contributes to improve yaw stability.	
1131	H	Wheel shaft redesigned: type 3; Reinforced stick plates.	To prevent possible loss of wheel. Stick compliant with "section S".	