

# AEROPRAKT INFORMATION BULLETIN

## INSPECTION AND REPAIR OF THE FRAME NO.2 OF A-20 (R582) AIRCRAFT. IB A-20-01

### **MANDATORY**

#### **Repeating symbols:**

Please, pay attention to the following symbols throughout this document emphasizing particular information.

▲ **WARNING:** Identifies an instruction, which if not followed may cause serious injury or even death.

■ **CAUTION:** Denotes an instruction, which if not followed, may severely damage the stem of the nose landing gear.

◆ **NOTE:** Information useful for better handling.

#### **1) Planning information**

##### **1.1) Stems affected**

All versions of the aircraft Aeroprakt-20 with Rotax-582 engine

##### **1.2) Reason**

It has been found out, that the reason of the crack in the frame No.2 beam is the vibration from the engine.

##### **1.3) Subject**

Inspection and repair of the frame No.2 beam of the Aeroprakt-20 aircraft.

##### **1.4) Compliance**

Repair of the frame No.2 beam is to be carried out after 500 flight hours.

##### **1.5) Approval**

The technical content of this Information Bulletin has been approved by Aeroprakt

##### **1.6) Manpower**

Estimated man-hours:

Repair of the frame No.2 beam can be performed within approximately 10 hours

##### **1.7) Mass data**

Change of weight - insignificant

##### **1.8) Other publications affected**

None

##### **1.9) Spare parts**

Spare parts are sent upon requirement of aircraft owner.

## **2) Execution / instructions**

### **2.1) Instructions**

In order to prevent creation or growth of cracks it is recommended to install the doubler (item 2, see para 2.2) on the frame No.2 as shown in fig. 1.

### **2.2) Repair of the frame No.2 beam**

- 1) remove the engine and engine mount;
- 2) remove the brackets (item 8);
- 3) remove the semi-forks (items 9, 10)
- 4) drill out the rivets (item 7);
- 5) drill the ends of the crack (if any) with  $\varnothing 4$  mm drill;
- 6) install the doubler (item 1) using CLICOs;
- 7) drill the doubler at bolt holes;
- 8) reinforce the beam (item 11), i.e. add 5 plies (each 0.3 mm thick) of fiberglass and replace the rivets to  $\varnothing 3.5$  (item 7);
- 9) fasten the doubler (item 1) with the rivets (item 3).

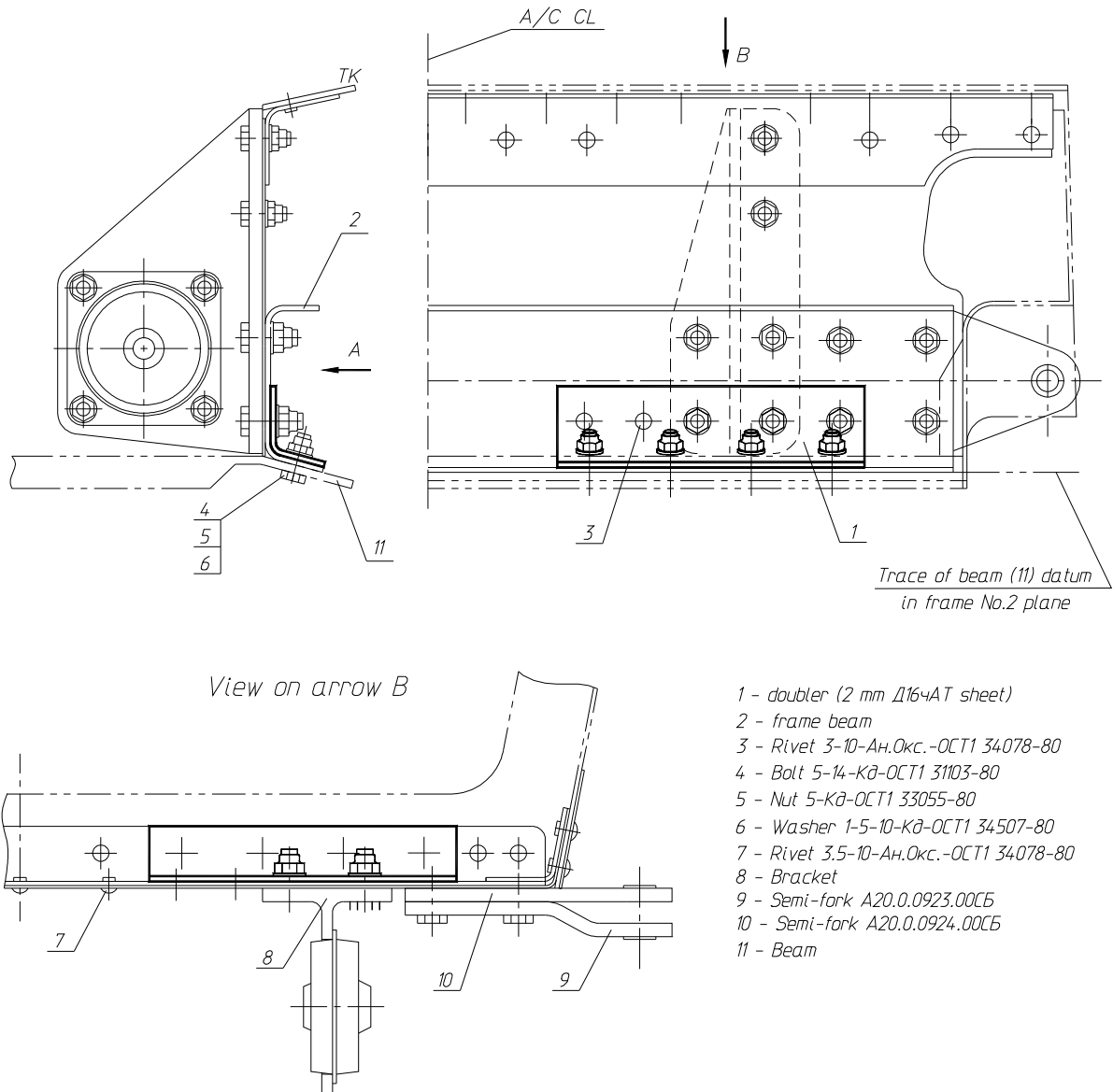
### **2.3) Inspection of the frame No.2 beam**

It is recommended to inspect all beams

- **CAUTION:** In case if the beam is not repaired in proper time it may fail. And this may cause failure of the engine mount attachment – separation or breaking of the forward attachment fittings of the mount (item 8) and therefore the separation of the engine and CG problem may occur. As well as failure of the wing attachment fittings with the corresponding consequences.

### 3) Appendix

The following drawings contain additional information:



**Fig. 1**