

AEROPRAKT INFORMATION BULLETIN

INSPECTION AND UPGRADE OF THE NOSE LANDING GEAR LEG OF A-22L2 AIRPLANES. IB A-22L2-01

MANDATORY

Repeating symbols:

Please, pay attention to the following symbols throughout this document marking important 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 cause severe damage.
- ◆ **NOTE:** Information useful for better handling.

1) Planning information

1.1) Aircraft affected

All versions of Aeroprakt-22L2 airplanes series Nos. 345-374, 376-387, 390-393, 396-400, 404-405, 407-411, 413-415, 417-419, 421-422, 426, 428-432, 434-437, 440-442 with a "telescopic" nose landing gear leg.

1.2) Reason

It was found out that in case of intensive operation of the airplane on hard surface runways fatigue cracks may appear in the tubular part of the nose landing gear leg.

1.3) Subject

Tubular part of the nose landing gear leg

1.4) Compliance

Inspect and upgrade the tubular part of the nose landing gear leg in the area of the guiding slots retaining the stem and fork with wheel from rotation

1.5) Approval

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

1.6) Manpower

Estimated man-hours:

Upgrade according to p. 3.1.2 is performed within 1 hour.

1.7) Mass data

Weight change: none.

1.8) Revision of other documents

None

1.9) Spare parts

Cable tie (L=180 mm), 2 pcs.

2) Spare parts information

2.1) Spare parts – not required

2.2) Special tooling / materials

For inspection – nippers

3) Accomplishment / Instructions

3.1) Instructions:

3.1.1) Leg inspection

1. To make inspection easier put a support under fuselage in the area of the firewall so that the nose wheel is separated from the ground.
2. Remove the protective plastic cover after cutting with nippers two cable ties.
3. Remove the excessive grease, inspect the nose landing gear leg for cracks in the specified area (see fig. 1).

If any cracks are found contact the Manufacturer. If no cracks are detected perform the upgrade of the leg in accordance with 3.1.2. and perform periodically (according to the AMM) inspection of the nose landing gear leg.

■ The leg must be inspected on both sides!

3.1.2) Upgrade of the leg

The slot edge on both sides of the leg must be blunted with $0.8\text{mm}\times 45^\circ$ chamfer along entire perimeter of the slot and with $1\text{mm}\times 45^\circ$ chamfer in A zones (see fig. 2). To enable the leg stem moving, release the air from the shock absorber. Before cutting the chamfers prevent the metal chips from getting inside the stem by putting the strips of foam rubber inside the stem. After cutting chamfers remove the chips, foam rubber, grease the slot, re-install the protective cover and charge the shock absorber with air according to the AMM.

4) Appendix:

Drawings below contain additional information.

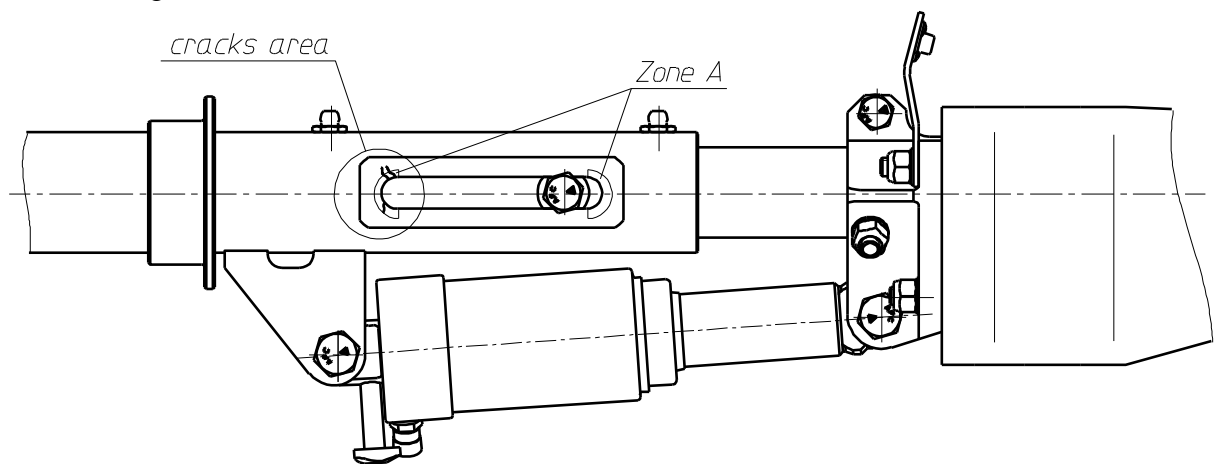


Fig. 1

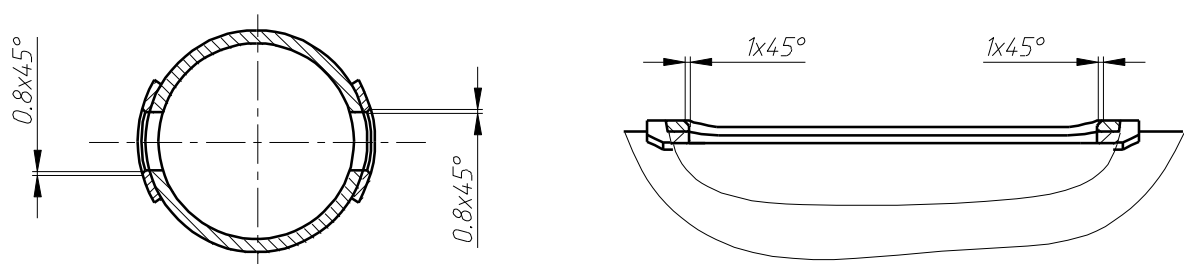


Fig. 2