

# FLIGHT DESIGN USA SAFETY DIRECTIVE No.10

## Landing Gear

### SERVICE BULLETIN

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- Date Effective: December 15, 2005
- Scope: CT, CT2K, and CTSW to include all serial numbers.

#### **Discussion:**

There has been a reported fatigue crack and subsequent failure of a previously damaged Main Landing Spring Bar (part no. 4020001). The aircraft involved was used for training and had more than 450 hours in service.

The failure occurred at the Main Gear lower attach point, behind the Rear Reinforcement (part no. KA1000410L(R)).

Chapter 4 of the Maintenance and Inspection Procedures Manual requires that the landing gear be inspected *in detail* at the Annual Inspection or after a hard landing.

#### **Corrective Action:**

The Maintenance and Inspection Procedures Manual will be revised to require that the landing gear be inspected *in detail* every 300 hours, at the Annual Inspection, or after a hard landing, whichever occurs first.

The inspection will be done with a magnifying device or by using dye penetrant

Damaged landing gear, to include, but not restricted to bent, or cracked gear will be replaced prior to the next flight.

Note: The aircraft should be inspected for evidence of damage prior to every flight, during the Pre-flight Inspection, as well as during the Post-flight Inspection.

This change does not alter the inspection requirements of Chapter 3 of the Maintenance Manual.

## **Information**

The inspection method will be as follows:

1. Unscrew the central locknut and remove the Main Gear Reinforcement (part no. KA1000410L(R)).
2. Apply dye penetrant or use a magnifier and observe for any cracks with the aid a small inspection mirror.
3. Replace the Main Gear Reinforcement; replace the central locknut.



## **Reminder**

Flight Design reminds the Owner/Operator of a Flight Design aircraft that compliance with all Safety Directives, Aircraft Operating Instructions, Maintenance Manuals as well as the reporting of any and all Safety of Flight or Service Difficulties by the Owner/Operator is *mandatory* for the operation of an S-LSA aircraft.