

SERVICE BULLETIN

No. 400-01-06

Compliance mandatory

Subject:	Nose Landing Gear lock-strut attachment bolt
Affected Aircraft:	EA-400 SN 03 through 26 and 28
Purpose:	Failures of the Nose Landing Gear (NLG) attachment bolt to the lock- strut have been reported following abnormal operational modes. To maintain general airworthiness this service bulletin is issued.
Approval:	This information or instructions relate to ECO: ÄM-400-06-01 which has been approved under the authority of DOA Nr. EASA.21J.073.
This Service Bulletin consists of TWO PARTS. Check each Part	

for specific Compliance Time and Instructions



PART I:

Part I of this Service Bulletin provides inspection and field repair instructions of the nose landing gear strut – lock strut connection.

Compliance Time for Part I:

- Every 50h until Part II has been complied with.
- Reported nose wheel shimmy: Before next flight.
- Abusive ground handling: Before next flight.

Inspection and replacement:

- 1. Jack aircraft inside shop such that ample clearance between the wheels and the ground exists. See Maintenance Manual Chapter 07-10-00 for jacking instructions
- 2. Make sure the GEAR CTRL and HYDR circuit breaker are pulled.
- 3. Remove the AN4 bolt connecting the NLG strut with the lock-strut, see MM Chapter 32-30-25 up to step 3 (gas springs are not to be removed).
- 4. Visually inspect the bolt, bronze bushing and surrounding structure for cracks or permanent deformation.
- 5. *Independent of damage, when the original AN4 bolt has not been replaced,* replace the original AN4 bolt with a NAS464-04-40 bolt.
- 6. Reassemble.
- 7. Make appropriate aircraft flight log entry that PART I of this SB has been complied with.
- 8. Report findings of inspection to EXTRA

NOTE: When the original AN4 bolt has been replaced, Part I of this Service Bulletin, with the exception of steps 5 and 8 has to be repeated every 50h until Part II has been complied with.

NOTE: In case of nose wheel shimmy also perform a 100h check of the nose landing gear related items of Maintenance Manual chapter 05-23-14.

PART II (optional compliance):

Part II of this Service Bulletin provides instructions to prevent recurring inspections as described in Part I.

Compliance Time for Part II:

- Within the next 50h.
- Reported nose wheel shimmy: Before next flight.
- Abusive ground handling: Before next flight.

Inspection and replacement:

- *1.* Jack aircraft inside shop such that ample clearance between the wheels and the ground exists. *See Maintenance Manual Chapter 07-10-00 for jacking instructions*
- 2. Make sure the GEAR CTRL and HYDR circuit breaker are pulled.
- 3. Remove the AN4 bolt connecting the NLG strut with the lock-strut, see MM Chapter 32-30-25 up to step 3 (gas springs are not to be removed).
- 4. Visually inspect the bolt, bronze bushing and surrounding structure for cracks or permanent deformation.
- 5. Remove bronze bushing from lock strut.
- 6. Drill and ream the NLG strut lugs and the lock-strut bushing to 7.938 (= 5/16inch) H7 (+0.015 / -0.000)mm
- 7. Re-insert bronze bushing and lubricate using grease MIL-PRF-81322 (Aeroshell Grease 22 or equivalent).
- 8. Attach the lock-strut with a NAS464-05-40 bolt. Use 2 AN960-0516 washer, 1 AN310-5 castellated nut and one LN94-20020 or alternatively one MS24665-210 cotter pin.
- 9. Make appropriate aircraft flight log entry that PART II of this SB has been complied with and so no further action is needed.
- 10. Report findings of inspection and compliance of Part II to EXTRA

NOTE: When the original AN4 bolt has been replaced as described in this Part, this Service bulletin has been complied with

NOTE: In case of nose wheel shimmy also perform a 100h check of the nose landing gear related items of Maintenance Manual chapter 05-23-14.



Appendix:

Aircraft Type and model: EA-400

Owner:

Total Time:

<u>Serial Number:</u> <u>Registration:</u> <u>Total landings (logged or estimated):</u>

The aircraft mentioned above has been inspected according the provisions of this Service Bulletin.

D PART I has been complied with.

D PART II has been complied with.

If yes, description of damage found (if possible attach supporting sketch or photograph): Note: If extend of damage is not covered by this Service Bulletin contact EXTRA Flugzeugproduktions- und Vertriebs-GmbH)

 \square No

The appropriate instruction of $-\Box$ Part I and/or $-\Box$ Part II of this Service Bulletin has been carried out. (No deviation from given instructions).

Comments:

Company:

Aircraft inspector:

Date:

Please return a copy of this page by facsimile or airmail to:

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