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SL-GA8-2017-34
Issue 1

Service Letter

SUBJECT:

Landing Gear Bolt Inspections – Rough Strip Operations

APPLICABILITY:

All GA8 and GA8-TC 320 aircraft that operate from rough runways frequently: Nominally, aircraft for which 40% or more of take-off / landings are carried out from rough runways.

AMENDMENTS:

Issue 1: Initial issue. GippsAero Reference GAE12#2362.

BACKGROUND:

GA8 aircraft which frequently operate from rough strips experience accelerated wear on all undercarriage components. As noted in Section 4 of the Airplane Flight Manual, frequent checks of all landing gear components, tyres and brakes is warranted in these situations. In accordance with that advice, this Service Letter recommends additional maintenance on certain undercarriage fasteners.

CASA guidance (CAAP 91-1) notes that runway surfaces "...can be tested by driving a stiffly sprung vehicle along the runway at a speed of at least 75 kph (47 mph, 40 kt). If this is accomplished without discomfort to the occupants, the surface can be considered satisfactory". Ultimately however, judgement of what is considered a "Rough" strip must be made by operators based on their experience and the maintenance history of their aircraft.

COMPLIANCE

Where operators elect to adopt the requirements of this Service Letter, the work shall be carried out at the intervals noted below.

INSTRUCTIONS:

1. Nose Wheel Fork Attach Fasteners:
 - i. Inspection to be carried out at intervals of 50 hours time in service, during normal scheduled maintenance (oil changes).
 - ii. In accordance with Chapter 20 of the appropriate GA8 Airplane Service Manual, torque the four (4) 5/16" fasteners holding the nose wheel fork to the nose leg assembly (shown in Figure 1).
 - iii. Any fasteners which are found to be loose are to be removed, the affected nuts and bolts inspected and replaced if damage or wear is found. This includes checking the nut for friction – minimum acceptable nut friction is 3 lb.in (0.34 N.m). Replacing both bolt and nut may be required to achieve this value.

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2. Main Undercarriage Inboard Attach Fasteners:

- i. Inspection to be carried out during scheduled 100-hourly / Annual inspection.
- ii. Remove the inspection panel and bolt retaining cap to gain access to the fasteners shown in Figure 2.
- iii. In accordance with Chapter 20 of the appropriate GA8 Airplane Service Manual, for each leg, torque the eight (8) 3/8" fasteners holding the inboard end of the main gear leg to the fitting.
- iv. If any fastener is found to be loose, remove the bolt, inspect and replace if damage or wear is found.
- v. Replace the bolt retaining cap and inspection panel.

SUPPORT

Should you require any further information please contact our Customer Support Department:

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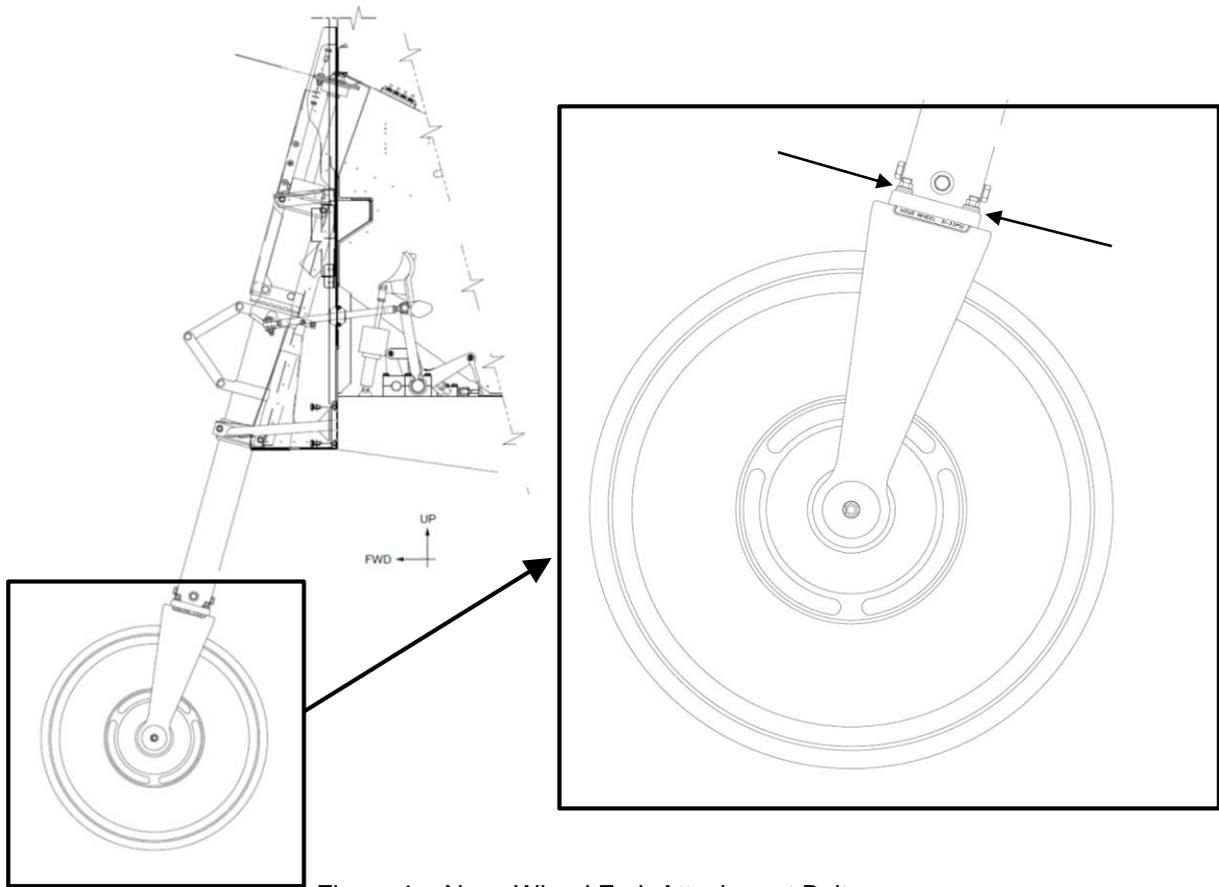


Figure 1 – Nose Wheel Fork Attachment Bolts

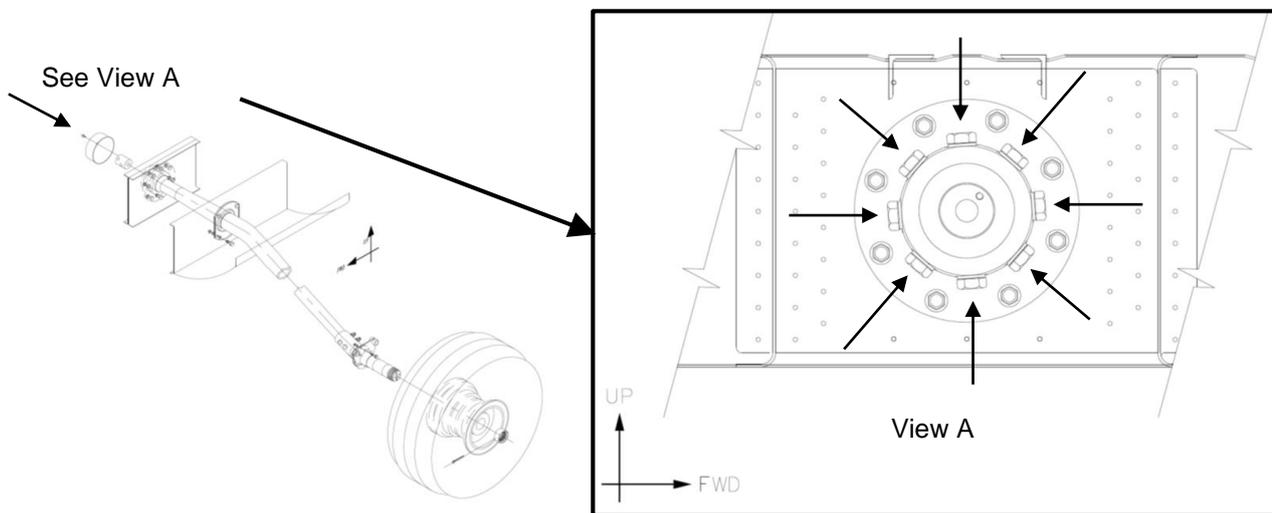


Figure 2 – Main Gear Leg Inboard Attachment Bolts