



Service Bulletin

Inspection and Replacement of Aluminum Carry through of Main Landing Gear (for aircraft equipped with alum/steel landing gear)

MANDATORY

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 aircraft or could lead to suspension of warranty.
- ◆ NOTE: Information useful for better handling.

1. General

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<u>Release date:</u>	December 17 th 2009
<u>Date of effect:</u>	December 17 th 2009
<u>Compliance:</u>	next 50 landings, or immediately if there has been a hard landing in the past
<u>Release Number:</u>	SB-002-landing-gear
<u>Superseded notice:</u>	SB-001-landing-gear
<u>Models affected:</u>	G-3, G-3/600, GX
<u>Affected S/N:</u>	all aircraft equipped with alum/steel landing gear



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Reason: On some aircraft cracks have been detected on the main gear carry through made of aluminum.

Subject:

- Check carry through for cracks or damages
- Exchange carry through after defined lifetime
- correction of tire pressure

Time required:

- for assembly/disassembly of landing gear belly fairing and checking the landing gear 0,5h.
- for exchanging the main gear carry through 2,5h

2. Material Information

Tools needed:

- standard Tools
- mirror

Parts needed:

- no findings: none
- in case of findings: assembly main gear carry through
- in case of exchange: assembly main gear carry through

3. Compliance

Schedule of Maintenance:

- immediately if there has been a hard landing in the past, otherwise
- within the next 50 landings, and
- during scheduled maintenance (100h-check), and
- during annual condition inspection, and
- after hard landing

Schedule of Replacement:

- as soon as practical, but at the latest
- after detection of cracks, or
- after 800 landings in total, whatever comes first.

Level of maintenance:

- no findings: low
- in case of findings: medium
- in case of exchange: medium

Certification required:

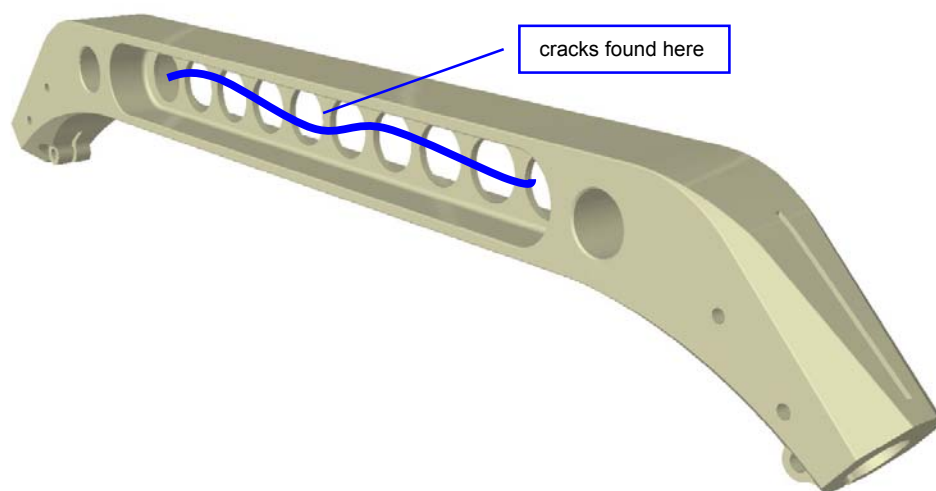
- A&P Mechanic, or
- LSA Repairman, or
- Part 145 Repair Station

◆ NOTE: Please contact your Remos Service Center in case of doubt.

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1. INSTRUCTIONS:

- a. Detach landing gear belly fairings. To do so detach the hex socket screws of the belly fairings and slide them down the landing gear leg fairing.
- b. Inspect the main gear carry through for cracks. Especially watch for damages and cracks near the weight reduction holes.



- c. In case that no cracks have been found attach the belly fairings again.
- d. Make a logbook entry of this check.
- e. In case that damages are detected, contact your REMOS Service Center (www.remos.com). The landing gear carry through must be replaced. Do not fly the aircraft.

2. INSTRUCTIONS:

Reduce tire pressure on both the nose and main landing gear. The new pressure for the tires is specified as follows:

- 32PSI (2.2 bar) for main landing gear, tires 4.00 – 6
- 28PSI (1.9 bar) for main landing gear, tires 15 x 6.0 – 6
- 28PSI (1.9 bar) for nose landing gear, tires 4.00 – 4

Detach the placards that define the tire pressure and replace them with new placards provided by REMOS.



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3. INSTRUCTIONS:

- a. After 800 landings the landing gear carry through must be exchanged with a new version provided by REMOS. Contact your local REMOS Service Center to order a new landing gear carry through.
- b. Take out the seats and the baggage compartment.
- c. Lift the aircraft so that the main wheels do not have ground contact. Make sure the aircraft is safely jacked.
- d. Detach landing gear belly fairings. To do so detach the hex socket screws of the belly fairings and slide them down the landing gear leg fairing.
- e. Disconnect the brake lines in the rear fuselage that go down to the landing gear (see maintenance manual; chapter 5.1.3.2; pos. 4 in fig. 5-10). Prevent brake fluid from spilling in the fuselage as it may damage the composite fuselage structure.
- f. Take out the main landing gear attachment bolts (see maintenance manual; chapter 5.1.3.2; pos. 10, 11 and 12 in fig. 5-10). Make sure the landing gear does not fall down once the bolts are taken out, support the landing gear.
- g. Take out the landing gear out of the landing gear bay.
- h. Disconnect the landing gear legs from the carry through, see maintenance manual, chapter 5.1.3.2, fig. 5-13.
- i. Install the landing gear legs into the new carry through. Take care of the correct orientation of the carry through: the heads of bolts pos. 7 in fig. 5-13 of the maintenance manual in chapter 5.1.3.2 have to be on the rear side of the carry through. You may re-use the nordlock washers, but make sure you use new self securing nuts provided with the service package.
- j. Install the landing gear into the fuselage again according to maintenance manual chapter 5.1.3.2, fig. 5-10. Make sure you use new self securing nuts provided with the service package.
- k. Re-connect the brake lines again. Install the baggage compartment.
- l. Bleed the brake system according to maintenance manual chapter 5.2.5.
- m. Install the seats again.
- o. No additional inspections are required after replacement of carry through other than normally scheduled maintenance.

REMOSS wishes you safe and fun flights!

Always check your aircraft before you fly!