



TOMARK, s.r.o.
Strojnícka 5, 080 01 Prešov

MANDATORY BULLETIN

Number: ZB SD4-02-2013

Name/Subject: Inspection / replacement of the front landing gear connecting flange

Models affected: all models of Viper SD-4 aircraft

Reason of issuance: occurrence of a cracked weld on the front landing gear connecting flange and its subsequent break

Time of compliance: immediately

To be done by: the Operator

Work procedure: in the appendix

Costs covered by: TOMARK, s.r.o. – Aero Division

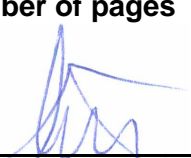
Required material supplied by: TOMARK, s.r.o. – Aero Division

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Approved by: Slavomír Dobrovič, Eng.
Chief Designer – Head of the Design Department of the Aero Division

Number of pages 1 + 2



Slavomír Dobrovič, Eng.
Chief Designer of Aero Division, TOMARK, s.r.o.

WORK PROCEDURE

1. Dismounting of the front landing gear leg covers

If streamline covers are mounted on the front landing gear leg, dismount them according to the following procedure:

- With a Philips PH2 screwdriver unlock the locks of the upper engine cowling and remove the upper engine cowling.
- With a 2.5 mm hex key unscrew 4 screws on the sides of the streamline cover of the front landing gear pipe.
- Turn the streamline cover of the front landing gear pipe and from the side of the engine compartment pull out the wire connecting the piano hinge at the rear of the streamline cover of the front landing gear pipe.
- Remove the loosened streamline cover from the front landing gear pipe.
- With a 5 mm hex key unscrew 2 bolts on the sides of the streamline cover of the front landing gear wheel.
- Pull out the streamline cover of the front landing gear wheel upwards, by which you will get access to the front landing gear connecting flange.

2. Determining of the modification of the front landing gear flange

Determine whether a flange with or without four strengthening ribs is mounted on the front landing gear. The two modifications of the flange are shown in the pictures below.



Fig. 1: Flange without strengthening ribs

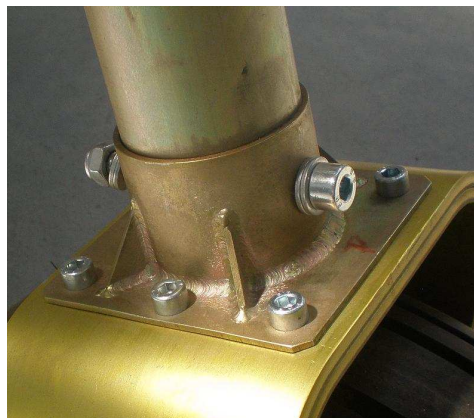


Fig. 2: Flange with strengthening ribs

3. Replacement of the flange without strengthening ribs

In the case a flange without strengthening ribs is mounted on the front landing gear leg (Fig. 1 above), before the releasing of the aircraft to service it will be necessary to replace that flange for a new one with strengthening ribs (fig. 2 above).

With a Vernier caliper measure the outer diameter of the front landing gear pipe. It should be either \varnothing 50 mm or \varnothing 50.8 mm. Send the information about the diameter of the front landing gear pipe to TOMARK, s.r.o. at schichman@tomarkaero.com or provide it by phone at +421 905 669 806. TOMARK, s.r.o. will in return send you a new strengthened flange with detailed instructions for its mounting.

4. Inspection of the welds of the flange with strengthening ribs

In the case a flange with strengthening ribs is mounted on the front landing gear leg, visually check the integrity of all welds. In the case of the occurrence of any cracks, send the information to TOMARK, s.r.o. with a possible photo documentation at schichman@tomarkaero.com or provide it by phone at +421 905 669 806. TOMARK, s.r.o. will in return send you a new strengthened flange with detailed instructions for its mounting.

If all welds on the flange with strengthening ribs are intact, it is not necessary to replace the flange. Before the mounting of the covers of the front landing gear leg by the same procedure as specified above in the reverse order, check the tightening of all nuts on the flange.

REQUIRED TOOLS

- Philips screwdriver PH2
- Hex keys 2.5 mm, 5 mm, and 6 mm
- Wrenches 10 mm and 13 mm
- Vernier caliper

REQUIRED MATERIAL

Flange with strengthening ribs and the respective nyloc nuts, if the replacement of the flange is necessary. Otherwise none.

WEIGHT OF THE AIRCRAFT

Without a substantial influence on the weight of the aircraft.

RECORD IN THE AIRCRAFT LOGBOOK

The performance of this mandatory bulletin should be recorded in the aircraft logbook.