



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

MANDATORY BULLETIN

Number: ZB SD4-03-2013

Name/Subject: Visual inspection and replacement of the front landing gear connecting flange without strengthening ribs

Models affected: models of Viper SD-4 aircraft with a front landing gear connecting flange without strengthening ribs

Dôvod vydania: occurrence of a cracked weld on the connecting flange without strengthening ribs of the front landing gear and its subsequent break

Time of compliance: **visual inspection:** immediately
replacement: at maximum 20 take-offs/landings, 10 flight hours or 2 months after the visual inspection if no loss of integrity (cracks) has been found on the flange weld;
before release to service if any loss of integrity (cracks) has been found on the flange weld by a visual inspection;

To be done by: Operator or TOMARK, s.r.o. – Aero Division after an agreement

Work procedure: in the appendix

Costs covered by: materials: TOMARK, s.r.o. – Aero Division
work connected with the replacement of the flange at the manufacturer: TOMARK, s.r.o. – Aero Division
work connected with the replacement of the flange at the operator: operator

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 + 1

Note: This mandatory bulletin cancels paragraph 1 of point 3 of the Work Procedure contained in the appendix to the Mandatory Bulletin ZB SD-04/02.



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

WORK PROCEDURE

1. Visual inspection of the front landing gear connecting flange without strengthening ribs

According to the procedure contained in the appendix to the Mandatory Bulletin ZB SD-04/02, points 1, 2, and 4. Before the inspection, clean the weld of the flange sufficiently and for the inspection use a lens with the magnification at least 3x at the illuminance of at least 1000 lx.

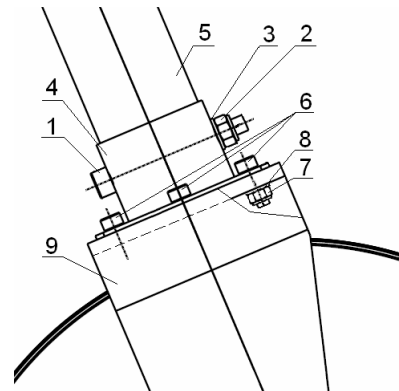
2. Replacement of the front landing gear connecting flange without strengthening ribs

2.1 Dismounting of the front landing gear covers

Dismount the streamline covers of the front landing gear according to the procedure specified in point 1 of the appendix to the Mandatory Bulletin ZB SD-04/02.

2.2 Dismounting of the front landing gear connecting flange without strengthening ribs

1. By loading the root of the horizontal stabilizer at the tail of the aircraft, lift the front landing gear wheel a few centimetres above the ground and support the front of the aircraft by a suitable support at the centre of the bottom edge of the firewall below the supporting L-profiles.
2. With a 13 mm wrench and a 6 mm hex key unscrew the nyloc nut (2) from the M8 bolt (1), securing the flange (4) on the front landing gear pipe (5) (see fig. to the right).
3. Remove the washer (3) from the bolt (1).
4. Pull the flange (4) with the fork (9) from the front landing gear pipe (5).
5. With a 10 mm wrench and a 5 mm hex key gradually unscrew the nuts (7) from the M6 bolts (6), remove the washers (8) and pull the bolts (6) out from the holes.

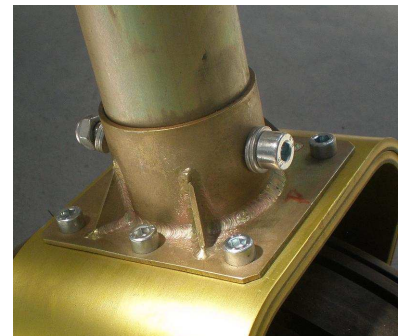


2.3 Mounting of a front landing gear connecting flange with strengthening ribs

Mount a new front landing gear flange with strengthening ribs according to the procedure above in the reverse order.

For the mounting use new supplied nyloc nuts.

The procedure to secure the alignment of the $\varnothing 8$ mm holes in the flange (4) and in the pipe (5) for the bolt (1) will be described in a separate procedure, supplied together with the flange.



REQUIRED TOOLS

- Philips PH2 screwdriver
- Hex key 2.5 mm, 5 mm, and 6 mm
- Wrenches 10 mm and 13 mm
- Lens with at least 3x magnification

REQUIRED MATERIAL

Flange with strengthening ribs and the respective nyloc nuts.

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.