

 CZECH SPORT AIRCRAFT	<h1>SERVICE BULLETIN</h1>	Czech Sport Aircraft a.s. Na Záhonech 212 686 04 Kunovice Czech Republic office@czechsportaircraft.com
		Rev.: 1
		Date: 2018-01-22
No. SB-SC-047		
Date: 2017-11-30		
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MODEL AFFECTED:	SportCruiser / PiperSport
SUBJECT:	Inspection / Replacement of the original, old (i.e. other than SG0300N) nose landing gear type
AIRCRAFT AFFECTED:	All SportCruiser / PiperSport aircraft with the original, old nose landing gear type installed
COMPLIANCE:	See the section Compliance below

DESCRIPTION:

This Service Bulletin contains instructions for inspection and/or replacement of older type of the nose landing gear (NLG) (i.e. other than the new SG0300N).

AUTHORISATION TO PERFORM:

US: Repairman (LS-M) or Mechanic (A&P)

Europe & Elsewhere: EASA Part M or Part 145 Maintenance organization.

REASON:

Some crack occurrences on the original NLG types (i.e. all other than SG0300N) were discovered on certain SportCruiser / PiperSport in a few isolated cases. In the meantime, Czech Sport Aircraft has developed and introduced the new NLG type SG0300N with further improved fatigue characteristics.

COMPLIANCE:

- Perform thorough check of the NLG at the latest after 25 landings or 1 month, whatever occurs earlier, as of the date of this Service Bulletin issue.
- Thereafter, perform regular thorough checks of the NLG after each 25 landings in accordance with valid SportCruiser / PiperSport Maintenance Manual SC-AMM-1-0-00, Chapter 8. - Landing Gear, latest revision.
- If cracks or bending are discovered or any non-standard changes of the NLG shape or function appear, then the new NLG SG0300N should be installed (together with SB-CR-032 application) before next flight to avoid possible NLG failure with related consequences (see the SportCruiser / Piper Sport Maintenance Manual, SC-AMM-1-0-00, Chapt.8, latest revision).

MANPOWER:

3 man-hours

SPECIAL TOOLS:

Common tools for maintenance.

WEIGHT AND BALANCE:

Affected

ELECTRICAL LOAD DATA:

Not affected

REFERENCES:


[1] SportCruiser / Piper Sport Maintenance Manual, SC-AMM-1-0-00, latest revision.

MATERIAL:

New NLG, part SG0300N, can be ordered from the airplane manufacturer or authorized distributor/dealer.

COSTS:

To be covered by the aircraft owner/operator.

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ACCOMPLISHMENT INSTRUCTIONS:

1. Move the airplane to a suitable place to perform the work.
2. Check whether the original or improved NLG type is installed. To distinguish the original / improved NLG type, see the SportCruiser / Piper Sport Maintenance Manual, CR-MM-1-0-00, Chapt. 8, Fig.8-20, latest revision.
 - a. If the new NLG SG0300N is installed, compliance with this Service Bulletin for the respective aircraft is thereby fulfilled. Enter the following text into the aircraft logbook: *"The SB-SC-047 applicability has been checked with the result: not applicable"*.
 - b. If an original, old NLG type is installed (i.e. other than SG0300N), check the NLG thoroughly, see the SportCruiser / Piper Sport Maintenance Manual, SC-AMM-1-0-00, Chapt. 8 – Landing Gear, latest revision. Then:
 - b1) If cracks or bending are discovered or any non-standard changes of the NLG shape or function appear, then the new NLG SG0300N should be installed (together with SB-CR-032 application) before next flight to avoid possible NLG failure with related consequences (see the SportCruiser / Piper Sport Maintenance Manual, SC-AMM-1-0-00, Chapt. 8, latest revision);
 - b2) If no cracks or bending are discovered or any non-standard changes of the NLG shape or function do not appear, enter the following text into the aircraft logbook: *"The SB-SC-047 applicability has been checked with the result: no cracks / damages were found, the next check shall be performed after 25 landings again"*.
3. Complete and put the airplane back to serviceable condition.
4. In case when the new NLG SG0300N is installed, weigh the airplane and calculate the current center of gravity (C.G.) and write the results into the POH. If the C.G. value exceeds the permissible limits, proceed according to instructions as per SC-AMM-1-0-00, Chapt. 3, latest revision.
5. Update the aircraft maintenance records to reflect compliance with this Service Bulletin.

APPROVAL:

This Service Bulletin has been approved by:

Title	Head of the Design Organisation	Airworthiness Manager
Name	Jiří Konečný	Miroslav Koukal
Signature		