

CZAW SportCruiser

Nose Undercarriage

Withdrawal of PS Mk. I Noselegs & Changes to Inspection Requirements

A recent failure of a nose undercarriage leg on a CZAW SportCruiser has led to an LAA fleet survey, in this survey owners were asked about the service history of their noselegs. In addition to this, detailed reviews have been carried out in conjunction with a number of LAA Inspectors, most especially, the type's original sales agent, Graham Smith and the originator of the Palmer/Sayyah leg strengthening modification, Farry Sayyah.

The recent failure featured a PS Mk. I leg and, after the aforesaid consultations, it has been decided that this type of leg must be withdrawn from service. Replacement options available include the PS Mk. II leg and the CZAW/Palmer/Sayyah leg. To give owner's time to source an approved leg it has been agreed that the PS Mk. I leg may remain in service for a further three months (from the date of issue of the mandating Airworthiness Information Leaflet) provided that the spat is removed and a careful inspection made before each flight; particular attention should be focussed on the condition of the welded joint between the leg and the spindle housing (see attached sketch).

In addition to this PS Mk. I leg withdrawal LAA Engineering, again in conjunction with interested parties, has reviewed the maintenance and service requirements for both the PS Mk. II and the CZAW leg types and new maintenance and service requirements have been agreed. These updated requirements will be listed in an Airworthiness Information Leaflet which is currently being created but include:

1. 25 Hr. inspection/service (to include spindle friction check).
2. Annual requirement to remove spindle from housing (CZAW/Dover Mod only).

It has been agreed that both the Palmer/Sayyah leg strengthening mod and the Smith three leafed fork will not be mandated but will be available to owners as an LAA Standard Modification.

The Airworthiness Information Leaflet mandating these changes will be available shortly.



Fig 1. This picture shows a strengthened CZAW leg fitted with the Dover Spindle Mod; this undercarriage is fitted with a two 'leafed' fork, a three leafed alternative will be available shortly.



Fig 2. The picture above shows a badly corroded spindle removed from a modified (Dover Spindle Mod) undercarriage; the proposed AIL will require the spindle to be removed and inspected annually.

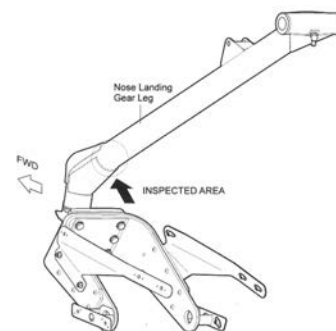


Fig. 3. PS Mk. I nose undercarriage assemblies are to be withdrawn from service; as an interim safety measure whilst still in-service, the leg must be inspected before every flight – this sketch shows the most likely area of the first signs of failure.