

Service Bulletin

Inspection of Undercarriage Guide Bracket Bolt

Applicability: All EuroFOX aircraft operating under a UK LAA or BMAA administered Permit to Fly.

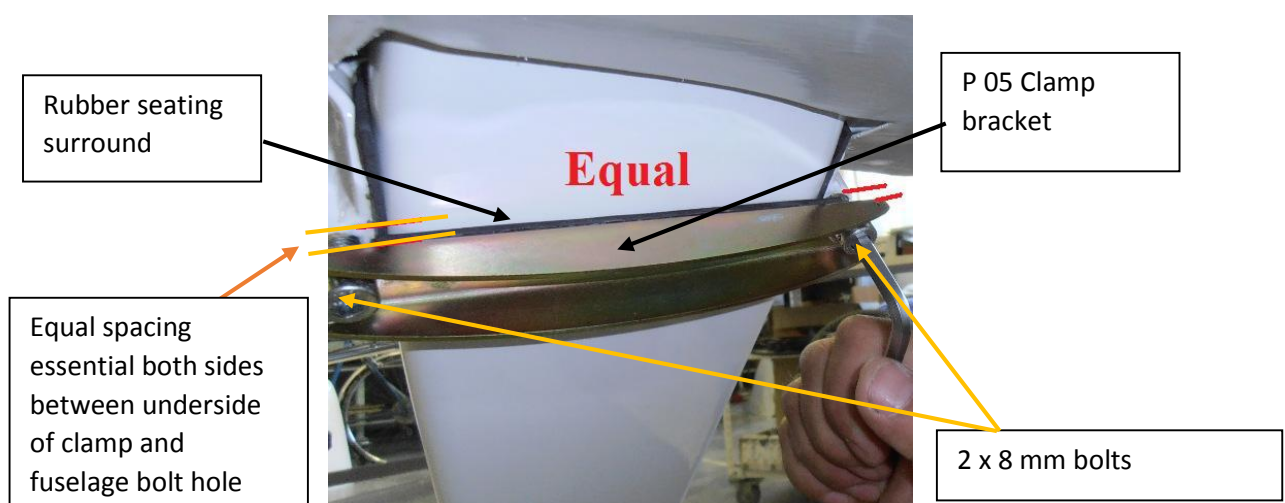
Compliance By: Before next flight and at each routine inspection point (including daily inspections).

Background: During a routine daily inspection, an LAA EuroFOX pilot noticed that the hex drive head from one of the two bolts holding the undercarriage leg clamp bracket was missing, the bolt was therefore no longer securing this side of the clamp bracket. A subsequent examination of the fracture face of this bolt suggested that the bolt had been over-tightened when initially fitted; a review of the build instruction manual showed that early issues of the build manual didn't clearly describe the tightening procedure for this bolt.

Actions required for compliance: Later editions of the EuroFOX build Manual describes the method for installing these clamp bolts, suggesting that, **'care should be taken not to over-tighten these M8 bolts. The bolt needs to be just 'nipped-up' to settle onto the rubber surround'**. If the aircraft's maintainer is certain that the clamp bolts have been installed correctly then only an initial in-situ inspection for serviceability needs to be completed. If the aircraft's maintainer is unsure about the initial fitting procedure, the wire locking needs to be snipped and the bolt's torque established: if the bolt has been installed correctly, a gentle force will undo it, if this is the case then the bolt should be inspected for serviceability, re 'nipped-up' and re-wire locked. If the bolt has been tightened down excessively then it is likely that the bolt(s) will have been damaged and all four bolts must be replaced at the earliest opportunity.

Certification: If the bolts are not disturbed during the inspection then no extra inspection is required. If, to complete this inspection, wire locking has to be cut further inspections by LAA or BMAA inspectors may be required. A log book entry must be made detailing the details of any remedial work.

View of the undercarriage clamp bracket assembly



Publications affected: Build manual. All owners or operators of the UK fleet of the EuroFOX will be notified individually by the UK agent, EuroFOX Aviation.

Tools or materials required. M8 bolt if refitting is required, available from EuroFOX Aviation.

Note: This failure have never previously happened on the worldwide EuroFOX fleet, all are factory built.