

Rainbow SkyReach (Pty) Ltd

Hangar 27, Springs Airfield, Springs
P O Box 3408, 1544 Dalview
South Africa

Tel: +27 (0)11 817 2298

Fax: +27 (0)11 817 2297

E-mail: info@fly-skyreach.com

Web: www.fly-skyreach.com



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SERVICE BULLETIN

IMPORTANCE	NORMAL
AREA AFFECTED	LANDING GEAR
SA/B NUMBER	CH 015-05-2021
EFFECTIVE DATE	5 MAY 2021

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1. Applicability:

All BushCat Nose-wheel kit builds built on kit assembly manual versions BCAM-003-002, through BCAM-004-001 before the issuing of any addendum.

2. Subject:

Inspection of the radius block installation bolts to ascertain the position quantity of washers.

3. Purpose:

This mandatory service bulletin ensures that all relevant aircraft are inspected to ascertain whether the radius blocks and landing gear contain the correct number of washers, installed in the correct places. It also ensures relevant action is taken to correct those that are not.

4. Background:

During a kit build, it was discovered that the locations shown in the manual for the washer installation were incorrect for one step of the assembly process. This could lead to incorrect loading of the washer and bolt.

This was determined to only potentially effect nose-wheel aircraft that were built from a kit, and only within a specific range of kit manual versions.

All factory builds were built correctly, and tail-draggers are unaffected. In addition, at least some kit builds were done correctly on the initiative of the builder or after contact with the factory.

This is not a critical concern, and the incorrectly located or potentially missing washers only do not need to be rectified before the next standard aircraft maintenance inspection.

5. Discussion:

Washers are generally installed as a method of slight load distribution, and to allow a better surface to tighten fasteners against, rather than on a simple bracket surface.

The specific washers that this document refers to, if missing, will simply mean that the bolt head is directly against the bracket, which is no concern due to the bolt and bracket being sufficiently specified to deal with the loading. In the case of the washers being incorrectly located, the forces due to tightening will mean that everything is still tight, but in addition to the bolt head being against the bracket, the washer between the bracket and radius block may mean the washer could start to slightly notch the radius block, but not in a dangerous way if rectified at the next maintenance interval.

6. Required action:

1. All the relevant aircraft radius block assemblies must be inspected at the next maintenance or inspection interval. This can be done before then if the pilot desires. With reference to Figure 1, the washers should be located with one between each bolthead and the bracket, and then one between the lower radius block and the Nyloc nut. This applies to all 4 of the bolts, i.e. 8 washers in total. These are shown by the label '9' in the figure, and the ones that might be incorrectly installed/missing are shown with arrows. Look to see if there are washers installed above the upper radius block between it and the bracket above.

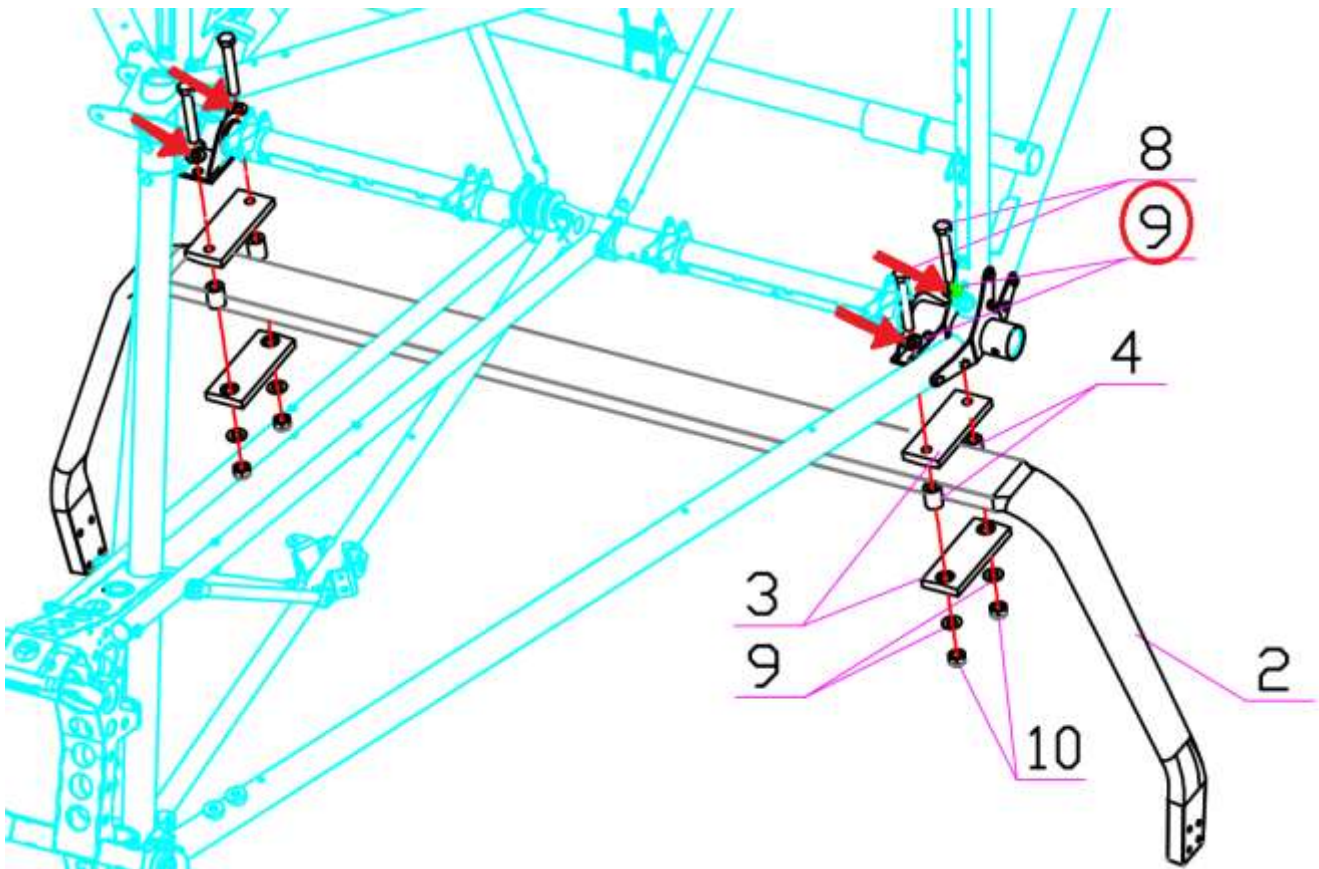


Figure 1: Correct Washer Location

2. If the washers are all in place correctly, with no additional ones, no modification is needed. If there are extra, missing, or incorrectly installed washers, please contact the factory/distributor and tell them the findings, and request the BCUG-083 upgrade kit which will provide the parts and instructions on how to correct the installation.

7. Approved personnel:

This work prescribed in this service bulletin may be carried out by the kit builder themselves if their country of registration allows, or by an approved person such as:

- In South Africa: RAASA Approved Person (AP), SACAA Aircraft Maintenance Engineer (AME) or higher, or person approved by the manufacturer.
- In USA: FAA Light sport repairman (LSRM) or higher, or person approved by the manufacturer.

8. Effective date:

This notice takes effect as of the 5th of May 2021.

9. Contact:

Questions and/or comments regarding this service bulletin should be directed to Rainbow SkyReach (Pty) Ltd on:

Phone: +27 11 817 2298

Email: info@fly-skyreach.com