

Technical Information Notice

TIN No.:	TIN-03-2018	Revision No.:	1	Issue Date:	22/02/2019
Title:	Owners Service Bulletin – OSB 32 Issue 1				
Applicability:	Ikarus C42 A models only				
Information Type(s):	MANDATORY				
Modification:		Airworthiness / MPD	<input checked="" type="checkbox"/>	Maintenance / Operation	
Parts:		Inspection		Other	
Importance:	ESSENTIAL	<input checked="" type="checkbox"/>	HIGH	ROUTINE	
<p>Subject Summary / Description of Problem:</p> <p>Inspection of nosewheel steering pushrods for abrasion damage due to contact with cabin heater air intake hose</p> <p>A number of high hours examples of C42 A-model aircraft have been found to have suffered severe abrasion damage to the port side nosewheel steering pushrod, and occasionally also the starboard side nosewheel steering pushrod.</p> <p>The damage is caused by contact with the cabin heater air intake SCAT hose, where it runs from the intake on the lower cowl port side up to the heat exchanger jacket around the exhaust.</p> <p>The damage is hidden by the firewall “boot” which seals the pushrod opening in the firewall, compounded by the presence of the SCAT hose itself and the oil tank adjacent to it on the firewall.</p> <p>The SCAT hose steel metal coil wears through the firewall boot and the aluminium pushrod.</p> <p>See example photographs on following pages.</p> <p>Airworthiness Implications</p> <p>The abrasion damage may lead to partial failure of the nosewheel steering. The rudder cables and starboard pushrod will maintain some degree of nosewheel control, but this may also mask the failure.</p> <p>The late discovery of this damage may be indicative of a failure to perform proper maintenance and inspection of the aircraft concerned. The Maintenance Manual contains type-specific inspection checklists of which item 73 of the current issue refers to inspection of this area. It is highly unlikely that damage of this severity occurred between the 50hrs inspections scheduled for this area.</p>					

In the event of any questions relating to this Information Notice please contact

The Light Aircraft Company: www.g-tlac.com e-mail: info@g-tlac.com Tel: +44 (0) 1328 878809

Aircraft Affected

C42 A-model aircraft only.

Hours of Operation

In excess of 1000 hours.

Example Photographs



Figure 1, severely abraded port-side nosewheel steering pushrod.

In the event of any questions relating to this Information Notice please contact
The Light Aircraft Company: www.g-tlac.com e-mail: info@g-tlac.com Tel: +44 (0) 1328 878809



Figure 2, abrasion visible through damaged firewall boot by moving SCAT hose.

In the event of any questions relating to this Information Notice please contact
The Light Aircraft Company: www.g-tlac.com e-mail: info@g-tlac.com Tel: +44 (0) 1328 878809

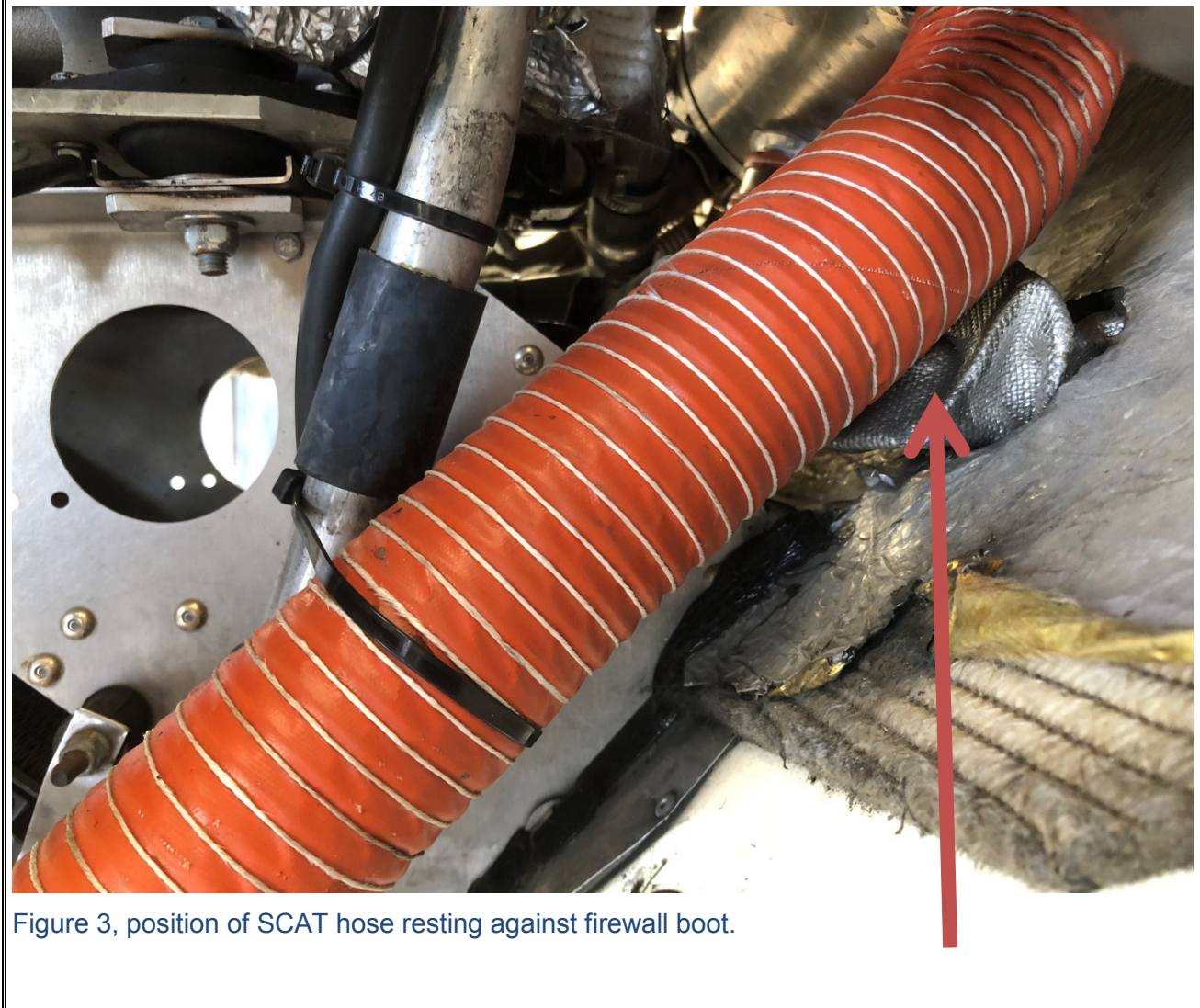


Figure 3, position of SCAT hose resting against firewall boot.

In the event of any questions relating to this Information Notice please contact
The Light Aircraft Company: www.g-tlac.com e-mail: info@g-tlac.com Tel: +44 (0) 1328 878809

Action Required:

(A) Inspection

Both nosewheel steering pushrods must be visually inspected for abrasion damage.

For aircraft with over 1000hrs operation and without written evidence of inspection of this area (such as a completed inspection schedule as given in the Maintenance Manual) this inspection is to be performed within 5 flight hours of the date of this TIN.

For other aircraft, the inspection is to be performed at the next 50hrs inspection as per normal procedure following the Maintenance Manual checklist, item 73 and subsequently according to the Maintenance Manual.

To do this, in conjunction with the maintenance manual for further information if required:

1. remove the lower engine cowling;
2. on the port side of the engine bay, pull the heater air supply SCAT hose to one side where it passes the pushrod, if necessary, cut any tie-wraps securing the SCAT close to the pushrod;
3. if the firewall material is not holed, slide it along the pushrod to reveal the pushrod;
4. visually inspect the pushrod for damage.

Restore the firewall boot to its original position, and replace any tie-wraps which were cut off the SCAT hose. Ensure the SCAT hose is secured in a position where it does not cause further damage. It may be necessary to slightly shorten the SCAT hose to allow it to take up a better position clear of the pushrods.

Refit the lower engine cowling.

(B) Repair

If the pushrod is damaged it must be replaced.

If the firewall boot is damaged it must be replaced.

If the SCAT hose is damaged it must be replaced.

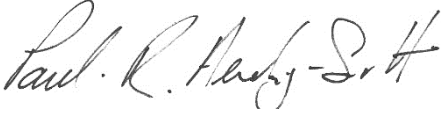

Contact TLAC for parts and instructions.

(C) Record the inspection and any repairs in the aircraft logbook.

In the event of any questions relating to this Information Notice please contact

The Light Aircraft Company: www.g-tlac.com e-mail: info@g-tlac.com Tel: +44 (0) 1328 878809



Authorised on Behalf of TLAC: Paul Hendry-Smith		Date 21st Feb 2019	
Position:	Chief Executive	Signature:	
Authorised on Behalf of COMCO IKARUS : Paul Welsh		Date 22nd February 2019	
Position:	Certification Engineer (C42 Type)	Signature:	

In the event of any questions relating to this Information Notice please contact
The Light Aircraft Company: www.g-tlac.com e-mail: info@g-tlac.com Tel: +44 (0) 1328 878809