



25th June 2019

To. BMAA Tech office
LAA Tech office

C42 series Suspension struts

It has come to our attention on more than one occasion that owners/maintainers/inspectors of C42 aircraft are having difficulty in maintain the gas/oleo landing strut on the C42 aircraft series.

The problem arises in that the strut is equipped with what appears to be a standard Schrader valve connector for checking the strut pressure or adding to that pressure to bring it to its operating pressure (400 to 490psi or 28 to 34bar) as detailed in the C42 Maintenance manual page 69.

The failure to read the manual has resulted in significant embarrassment, damaged compressors and rendered otherwise serviceable suspension struts unserviceable with loss of fluids and damaged seals pointlessly.

Special pumps and connectors are available but they are costly, TLAC would advise owners of C42 aircraft who need the struts checking/topped up to visit a maintenance facility which deals with GA aircraft and has access to a nitrogen charging cylinder, this will save the owner time and expense.