

PFA AIRWORTHINESS INFORMATION



MANDATORY INSPECTION OF NOSE UNDERCARRIAGE, BUNGEE PRE-TENSION AND BUNGEE CONDITION ON STREAK SHADOW, STAR STREAK AND AMATEUR BUILT SHADOW D SERIES AIRCRAFT

Applicability:

All CFM Streak Shadow, Star Streak and amateur-built Shadow D series aircraft.

Compliance by: Before next flight and subsequently at each 50 hour and annual check.

Background:

Experience from incidence has shown that there is a possibility of noseleg damage if the noseleg bungee is either insufficiently pre-tensioned or has become worn in service. Refer also CAA MPD 2004-008.

Actions required:

1. Place the aircraft on level ground, and drain all fuel.
2. With a person of average weight (between 77 Kg and 90 Kg) occupying the front cockpit, and rear seat empty, check visually that the nosewheel suspension is on the stop ie there is no deflection of the noseleg suspension from the fully extended position.
3. Check visually that when an additional weight of 10-20 Kg is applied to the top of the nosecone, in the vicinity of the top of the instrument panel, the nosewheel suspension comes just off the stop.
4. If the noseleg is off the stop at stage 2 above, or does not come off the stop at stage 3 above then the noseleg bungee is incorrectly installed or has deteriorated in condition, and must be replaced in accordance with the CFM instructions, setting the pre-tension so as to satisfy the criteria of stage 2 and 3 above.
5. Inspect the noseleg in the vicinity of the noseleg suspension stop cable. If there is evidence of wear of the noseleg through contact with the cable, more than 5 thousands of an inch deep, then the noseleg must be replaced, checking on completion that the bungee pre-tension has been set such that the criteria of stages 2 and 3 above are complied with.
6. Inspect the bungee for signs of fraying, or rotting of the outer braid, or necking/failure of the internal rubber cords. If any of these conditions exist then the bungee must be replaced in accordance with the CFM instructions and complying with the criteria of stages 2 and 3 above.
7. Refill fuel tank as required, to avoid condensation forming in fuel tanks.

Inspection Requirements:

Work carried out must be checked by a suitably approved PFA inspector prior to next flight. Airframe logbook entry to be raised and signed by the inspector confirming compliance with PFA airworthiness information MOD/206/002.