TL-ULTRALIGHT s.r.o. NOTICE OF CORRECTIVE ACTION

SAFETY ALERT

StingSport Nose Gear Strut Inspection

ISSUED BY:
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DATE OF NOTICE: 15 September 2007; (*Rev. 15 November 2007)*
EFFECTIVE DATE: Immediately
TIME OF COMPLIANCE:Within the next five (5) hours of operation or within 30 days from the date of the notice.
LIMITATIONS: None
AFFECTED AIRCRAFT: TL-Ultralight; TL-2000 StingSport
AFFECTED SERIAL NUMBERS: Serial Numbers TLUSA161 and below
NOTICE ID: TL091507-Rev1
THIS NOTICE SUPERCEDES: TL070706
PAGES: This is page 1 of 3 pages.

REFERENCES:
Illustrated Parts Catalog for the TL 2000 StingSport.
Maintenance Manual for the TL 2000 StingSport
TL Service Bulletin TL111507 Nose Gear Strut Replacement

DISCUSSION:
Reason for Revision: To clarify the affected serial numbers and to direct attention to related SB TL111507 Nose Gear Strut Replacement.

Reason for Issuance: Field report of a nose gear strut failure subsequent to the discovery of radiating cracks at ends of the nose gear strut retaining bolt slot found during the previous annual condition inspection but not corrected.

CORRECTIVE ACTION:
In the interest of safety, TL Ultralight is issuing this bulletin requiring inspection of affected serial number aircraft nose gear struts within the next five (5) hours of operation and subsequent periodic inspections at 25 hour intervals. Compliance with this notice must be completed within 30 days of the date of this notice regardless of the number of hours of operation. (Note: compliance with TL111507 will remove the TL 091507-REV1 requirement for periodic inspections at 25 hour intervals.)

Background:
Description of the assembly: The lower nose wheel fork (Item 5 in the illustration below) and wheel/tire assembly attaches to the upper nose gear strut-tube (Item 6 in the illustration below) by a single bolt (Item 17 in the illustration below). This bolt aligns the upper and lower nose gear tubes and retains the spring (Item 29 in the illustration below) which is compressed from above by the lower end of the upper nose gear strut and contained by the lower nose gear yoke tube.

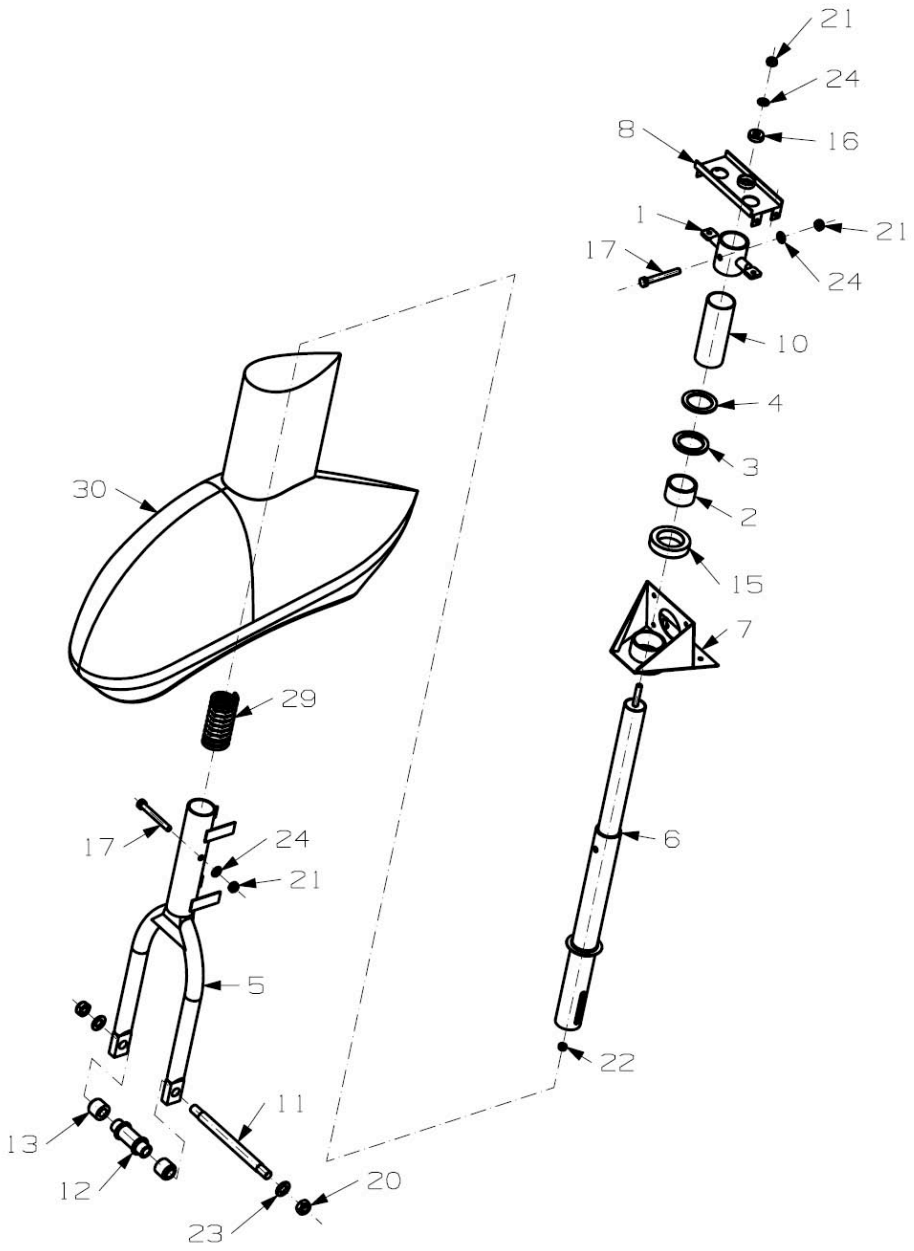
The bolt functions to retain the alignment of the centerline of the lower nose wheel fork (therefore the nose wheel/tire assembly) and the upper nose gear strut (item 6 in the illustration below) which is connected to the push rods attached to the rudder pedals.

Inspection:

1. The area of this inspection is primarily the upper and lower portions of the machined slot in the lower part of the strut. This slot should be examined in detail while on the aircraft after removal of the lower nose gear fork and wheel assembly. Replace the nose gear strut if there is any sign of cracks radiating from the slot or other indications of metal stress.

2. Also inspect the top edge of the nose wheel fork (Item 5 in the illustration below) as it exits the top of the nose wheel faring (Item 30 in the illustration below). This steel tube should have vertical straight edges and should be round and concentric. There should not be signs of metal stress such as “belled-out” edges or an elliptical shape at the top of this tube. Replace the nose wheel fork if signs of metal stress are present.

3. Make a log entry of this inspection in the aircraft records.



End of Service Bulletin