



British Gliding Association
Aircraft Inspection

Recommended

Number: 028/04/2002	Issue: 1
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Date: 29th April 2002

- Subject: Landing Gear – Crack inspection
- Applicability: Stemme S10 series
- Accomplishment: As soon as possible and after heavy landing or operation on rough ground unless reinforced wheel radius arms have been fitted
- Reason: Failures have been reported of the main landing gear wheel carrier radius arms at the hinge end.
- Instructions: Inspect both main landing gear wheel carrier radius arms at the welded joint where the round tube is attached to the U shaped hinge fitting.
Inspect for any signs of cracking along the weld edge. Discoloration, rust marks or spots are cause for further investigation. The cracks can be hidden under the paint in the early stages of development.
- If any cracks are found, the radius arms must be replaced before further flight.
- It is believed that Stemme are developing a reinforced radius arm and will raise a Service Bulletin in due course.

Approved By
Jim Hammerton, Chief Technical Officer

Issued by - The British Gliding Association Ltd, Kimberley House, Vaughan Way, Leicester, LE1 4SE, U.K.

Note: Mandatory inspections must be recorded in the aircraft log book, unless specified, and certified by an appropriately rated BGA inspector. Optional inspections should be entered into the D.I. book or log book as appropriate. Optional inspections may be certified by a BGA Pilot. Alternative methods of compliance will be considered providing an equal level of safety is accomplished. Contact BGA for authorisation.