

American General Aircraft Corporation

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CRITICAL SERVICE BULLETIN

Contains information pertaining to a threat to the continued safe operation of an aircraft or to the safety of persons or property on the ground unless some specific action is taken by the aircraft owner

CATEGORY 2

SB-178A

DATE: July 30, 1993

SUBJECT: INSPECTION OF NOSE LANDING GEAR TORQUE TUBES

MODEL/SERIAL EFFECTIVITY: AG-5B 99998 & 10000 - 10097

TIME OF COMPLIANCE: Prior to the next flight
Then at every 25 hours thereafter until the torque tube is replaced.

GENERAL:

Several of the nose landing gear torque tubes installed on AG-5B aircraft (bolted type) have been found with material and assembly defects. These defects could result in the collapse of the Nose Landing Gear if they are not detected and fixed. This service bulletin describes the inspection technique that should be completed at the intervals given in Time of Compliance above or after and hard nose first landing. If defects are detected then the nose landing gear torque tube assembly must be removed before further flight. Once the new style torque tube is installed further inspection will only be required as per the Maintenance Manual.

INSPECTION:

The nose landing gear torque tube assembly should be inspected using the following procedure.

1. Disconnect the shock absorbers from the nose gear strut by removing the top two bolts.
2. Lift the nose landing gear clear off the ground and support it by either placing a suitable support under the front of the fuselage or by tying down the tail.
3. Push and pull (up and down) on the nose landing gear fork or leading edge of the nose wheel fairing to check for free play. The maximum free play (up and down movement of the fork or fairing leading edge without resistance) is one inch.
4. Using a flashlight and a mirror check the torque tubes for cracks.
5. If the inspection reveals that the free play is less than one inch and there are no cracks in the torque tubes then reattach the shock absorbers.

If more than one inch of free play is found in step 3 or if any cracks are found in step 4 then the torque tube assembly must be replaced before further flight.

