

Continuing Airworthiness Notice – 32-004



Gippsland GA200 series – Tail Wheel Spring Attachment

12 September 2018

Issued by the Civil Aviation Authority of New Zealand in the interests of aviation safety. A Continuing Airworthiness Notice (CAN) is intended to alert, educate, and make recommendations to the aviation community. A CAN contains non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). The inspections and practices described in this CAN must still be carried out in accordance with the applicable NZCAR Parts 21, 43 and 91.

CAN numbering is by ATA Chapter followed by a sequential number for the next CAN in that ATA Chapter.

Applicability:

All Gippsland GA200 series (Fatman) aircraft.

Purpose:

This Continuing Airworthiness Notice (CAN) alerts operators and maintainers of Gippsland GA200 series aircraft of the requirement to carefully inspect the forward and aft mount assemblies of the tail wheel spring for security and condition, per the maintenance schedule in the GA200 Service Manual B01-00-11.

Background:

This CAN is prompted by a report from an operator of a GA200 aircraft of experiencing a loss of directional control shortly after touch down. The aircraft veered to the left, ground looped and came to rest on the edge of the airstrip. Investigation revealed that clamp plate P/N GA200-321002-13, which is part of the aft mount assembly of the tail wheel spring was found missing and the aft fuselage attachment for the tail wheel spring was found damaged. The damage was repaired in accordance with OEM instructions, the missing parts replaced and the aircraft returned to service. The operator/maintenance provider of the affected aircraft subsequently introduced a bolt replacement requirement every 300 hours TIS for the aft mount assembly of the tail wheel spring.

Recommendation:

Per chapter 05-30-00, page 5-7 in the GA200 Service Manual B01-00-11, the landing gear is required to undergo a mandatory annual/100 hourly inspection in accordance with the maintenance schedule. More specifically, at every annual/100 hourly inspection, the tail wheel spring must be inspected for *security and condition*.

Per the maintenance schedule in the GA200 Service Manual, all parts must be inspected for GENERAL CONDITION together with specific requirements, where nominated. The term GENERAL CONDITION includes, but is not limited to the following:

- Correct operation, full and free movement in the correct sense;
- Correct alignment;
- Appropriate lubrication;
- Security and cleanliness;
- Wear is within acceptable limits;
- No loose or missing fasteners;
- Freedom from excessive corrosion, wear, deterioration, cracking or
- Other obvious damage.

Agricultural aircraft operate in a harsh and corrosive environment, so special attention must be paid to areas where safety concerns may develop. Due to the harsh operating environment combined with the fact that the aircraft will regularly be operated away from ready access to an aircraft maintenance facility, Gippsland Aeronautics recommend certain DAILY preventative maintenance requirements, which are specified in the GA200 Service Manual. Pilots of affected aircraft must be encouraged to specifically check the security and condition of the tail wheel assembly, including the spring attachment, when carrying out their pre-flight inspections.

Enquiries regarding this Continuing Airworthiness Notice should be made to:

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