

# A32 VIXXEN / A22LS FOXBAT / KELPIE

## Nose leg inspection recommendations

**Serial number(s) affected:** All serial numbers of A-22LS and A-32 aircraft.

**Reason:** The A22LS Foxbat and A32 Vixxen Aircraft Maintenance Manual (AMM) requires 100 hours periodic checks of the landing gear system, with specific requirement for inspection and greasing of the lower fork attachment bracket and bellcrank due to its trailing-link operation

This recommendation short guide is intended to provide additional information to ensure correct method is used. Failure to comply with the AMM inspection may result in the pivot bolt seizing and a failure of the lower attachment bracket.

### Extract from the Landing gear AMM section below:

**WARNING!** Tightening the nut must eliminate the play while ensuring free rotation of the leg in the supports. Do not over-tighten the nut!

Check the torque of all bolted joints with self-locking nuts.

Lubricate all surfaces of the nose leg trailing link subjected to friction depending on their condition as follows:

- set parking brake to ON;
- disconnect the control rods from the nose leg bellcrank;
- remove the split pin and undo the nut of the upper support of the nose leg;
- undo the nut and take out the bellcrank bolt;
- while holding the nose leg carefully push down the airplane tail near the stabilizer attachment points till the airplane sets on the tail wheel and hold it in this position till the nose leg is re-installed back (this operation must be done by two persons);
- carefully take out the nose leg from the supports simultaneously removing the bellcrank from it;

**CAUTION!** Do not lower the fuselage nose while the nose leg is removed! This may cause damage to the airframe and propeller.

- remove the old grease from the surfaces of the nose leg trailing link subjected to friction;
- apply thin layer of new grease;
- re-install the leg in the reversed order;
- squirt grease into the nose leg hinge till grease comes out;
- remove the excessive grease with rags.

Any lubricating grease for bearings may be used for the nose leg.

- 1) Lifting of the nose wheel can be done by either a jack at the recommended jacking point or with sand bags on a soft foam located at the root of the stabilizer or AFHT. The aircraft can sit on the tail wheel or rear skit in this attitude.



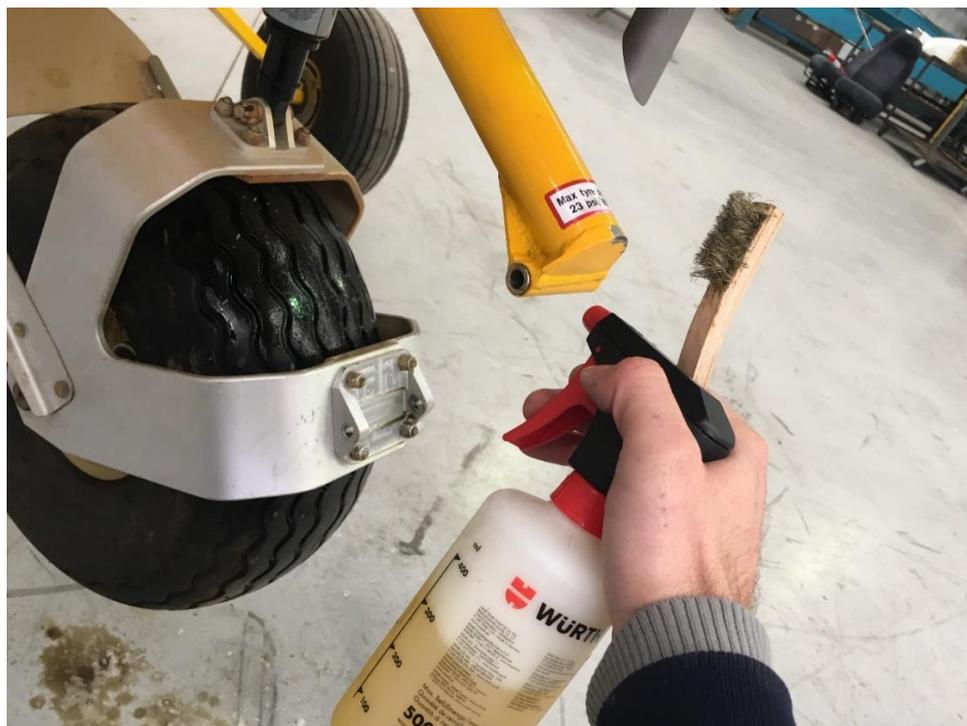
- 2) Make sure that the bolt is not seized by applying light pressure using the appropriate size spanner first, before removing it. If the bolt was seized, it is likely that large forces were exerted on the lower attachment bracket and therefore, must be inspected thoroughly for cracks and over stress damage.



- 3) Remove the split pin, nut and bolt and carefully lower the leg and wheel to the rear.



- 4) Clean the area using anti corrosive products and use a soft tool to agitate all dust and remove older grease deposit off the bracket and bolt, be careful not to damage the bronze bushes on either side of the nose leg.





- 5) Once the parts are cleaned, perform a detailed inspection on the bracket and all attachment points, as well as the nose leg itself.





6) Before re-installation, use heavy grease with anti-moisture, anti-corrosion elements and insert inside the leg, apply on bolt and in all areas of movement.



