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SERVICE BULLETIN: JSB 025-2
Issue: 2
Date: 7th May 2009
Subject: Undercarriage Bolt Life

Issue	Reason for Issue	Revision Status
1	Original Issue	CANCELLED
2	New Information Added	CURRENT

1	APPLICABILITY	1
2	BACKGROUND:.....	1
3	COMPLIANCE – IMPLEMENTATION SCHEDULE	1
4	PROCEDURE:	1
5	AIRWORTHINESS NOTE:	2

1 Applicability

All models of Jabiru Aircraft. This includes both kit and factory-built models.

Note: For aircraft in Light Sport Aircraft categories this Bulletin is equivalent to a Manufacturer's Safety Direction.

2 Background:

- Several bolts used in the undercarriage of Jabiru Aircraft are subject to relatively high loads and vibrations.
- To reduce the frequency of undercarriage bolt failures a 500-hour life has been applied to several critical bolts.

3 Compliance – Implementation Schedule

- Bolts and nuts used in the positions shown in Figure 1 are to be replaced after 500 hours Time In Service (TIS).
- Bolts which have already surpassed 500 hours TIS are to be replaced at the aircraft's next 100-hourly or annual inspection.

4 Procedure:

- A procedure for removing the undercarriage legs is given in the Technical Manuals of all Jabiru Aircraft and is to be used for this task.
- Figure 1 shows a general schematic of a tricycle undercarriage for a Jabiru Aircraft. The bolts which are to be replaced are indicated. While there are detail differences between Jabiru models all have the same general layout and have the same critical 7 bolts which are to be replaced.
- Note that the length of the bolts used in each position is not fixed – that is, the left-rear bolt of aircraft "A" is not necessarily the same length as the left-rear bolt of aircraft "B".

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The length of the new bolt fitted should match that of the old bolt being removed. Please confirm the correct length of the bolts for your aircraft before ordering bolt kits.

- Standard aircraft practices apply to nuts: when tightened no less than 1 and no more than 3 threads must show through the nut.
- For tail-dragger models the 6 bolts retaining the main (front) undercarriage legs are to be replaced. No specific bolts are required to be replaced in the tail wheel assembly.
- The old bolts and the aircraft components are to be inspected while disassembled for indications of looseness, fretting or other damage and repaired / replaced as necessary.

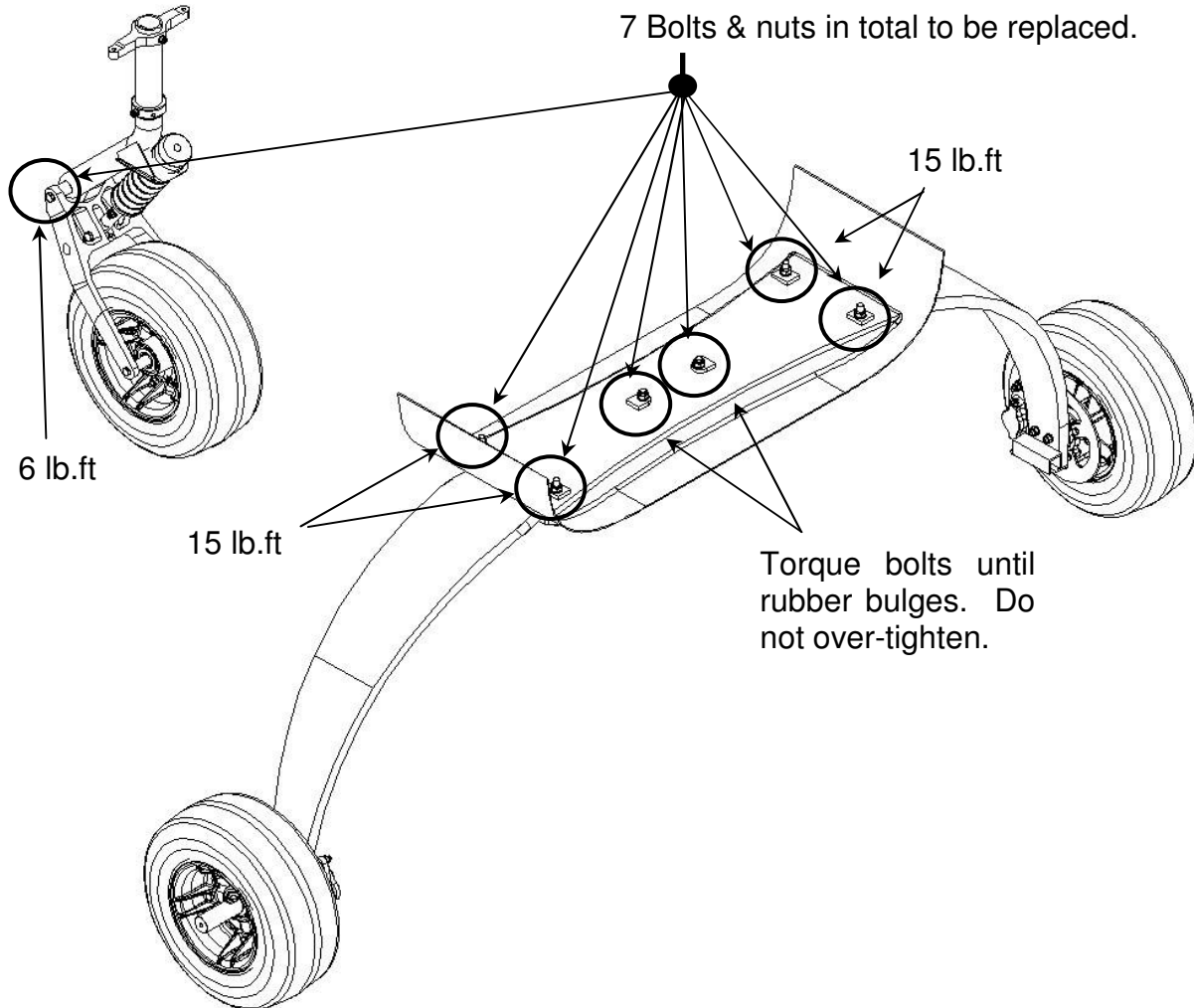


Figure 1 – Undercarriage

5 Airworthiness Note:

- All work called for by this Bulletin must be carried out by authorised personnel. For the aircraft detailed herein this may mean the owner, an RA-Aus Level 2 holder, a Licensed Aircraft Maintenance Engineer (LAME) or equivalent – as appropriate to the aircraft's registration and use (Private or Air Work operations).
- On completion of the work, the authorised person must note the completion of the actions required by this bulletin in the aircraft's maintenance logbook. This note should include the date of the work and the identity (including licence number where appropriate) of the person carrying out the work.