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SERVICE BULLETIN

SB055-0600

Subject: Lancair IV/IV-P, ES and 360 Nose Gear Struts

Date: 21st June, 2000

Ref: Figure 1 & Figure 2

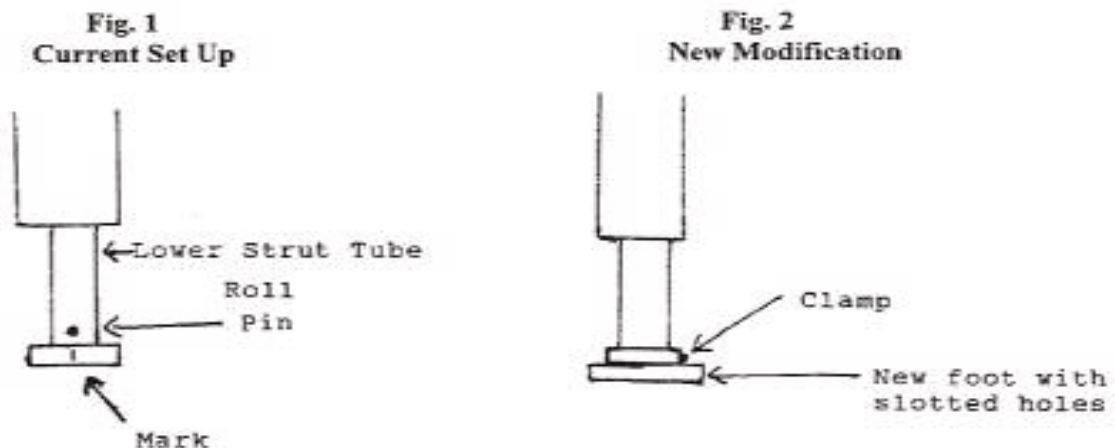
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Status: Visual Inspection Recommended Before Flight

Background:

The shear pin that secures the foot onto the strut has a possibility of getting loose. If this occurs, it can result in shearing of the roll pin. This can then allow the nose gear fork to rotate on the lower strut tube. In the IV/IV-P and 360 this can cause binding in the wheel well area, and in the ES this can allow the wheel to swivel in flight.

Nose Gear Strut



Action #1 – Inspection to verify alignment: Raise nose gear off of the ground to check for a tight strut/foot alignment. Once this is verified, make a permanent mark on the foot under the roll pin. Inspect the roll pin & mark for alignment on each pre-flight.

Action #2 – Upgrade Model: All new struts have a clamp holding the foot onto the strut instead of the roll pin. This requires a new foot with slotted holes and the clamp. This modification must be performed at Lancair in Redmond OR, or at Esco in Australia. Parts cost is estimated at \$150, plus one hour of labor (\$50).

Please use return authorization #SB055 if you want to return it to Lancair for the modification. When returning your strut, please mark clearly on the strut the name of the owner and the return address. There will be a one week turn around time.