

LAA/AWA/19/07
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Ikarus C 42

Inspection of Nosewheel Steering Pushrods

LAA Engineering has recently forwarded to owners of C 42 aircraft, who operate their aircraft under an LAA administered Permit to Fly, an Owners' Service Bulletin (OSB-32 Issue 1) requiring an inspection of the nosewheel pushrods. This OSB was written in response to an inspection 'find' on a reasonably high hour example of the type; the 'find' was rather by accident as this part is normally hidden within a protective firewall 'boot' that, on the subject aircraft, had become damaged.

As you can hopefully see from the attached pictures, the wear-damage of this component has occurred because the part was rubbing against the wire-braced cabin heater hose. It's quite clear that this item had not been inspected before or the serious scuffing caused would have been spotted before any serious damage could have occurred.

During our conversations about this matter with the aircraft's UK agent, The Light Aircraft Company (TLAC), it was suggested that I remind owners that TLAC supports a comprehensive 'Documents' section within their website from which detailed technical information about the Ikarus C 42 can be sourced. To access this area of the website you'll need to register – though this only takes a couple of minutes to do and will be well worth it, at the very least because you'll be able to download the latest Maintenance Schedule – if this schedule had been followed more rigorously, the beginnings of this chafing damage would have been seen before the part became unserviceable.

TLAC's website address is:

<http://www.g-tlac.com/>

but you'll get there if you type 'The Light aircraft Company' into your preferred search engine.

OSB-31-Issue 1 can be downloaded [HERE](#).

TLAC Inspection/Replacement notes can be downloaded [HERE](#).



Fig 1. If a steering pushrod like this one actually failed during a take-off or landing it could lead to a loss of control accident or incident. Though not (in this case) part of the aircraft primary flying control system it does perform a critical role in the ground control system pathway and therefore deserves a regular and detailed inspection.



Fig 2. This steering control rod is, in service, hidden by a protective 'boot' in place to protect occupants from dangerous fumes in the engine compartment. It is essential that 'hidden' parts like this are subjected to a close inspection as part of the aircraft Tailored Maintenance Schedule (TMS).