



## Service Bulletin

### Inspection and Replacement of the Nose Landing Gear Dip Tube

**MANDATORY**

#### Symbols:

Please pay attention to the following symbols emphasizing particular information throughout this document.

- ▲ WARNING: Identifies an instruction, which if not followed, may cause serious injury or even death.
- CAUTION: Denotes an instruction which if not followed, may severely damage the aircraft or could lead to suspension of warranty.
- ◆ NOTE: Information useful to implement the change more easily.

#### 1. General

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Release date: February 1<sup>st</sup> 2011

Date of effect: immediately

Compliance: before next take-off, lately May 1<sup>st</sup> 2011

Release Number: SB-003-nose-gear

Superseded notice: none

Models affected: G-3, G-3/600, GX

Affected S/N: All aircraft up to and including S/N 372, including aircraft certified as FAA-LSA or EASA-PtF, except for S/N 310 and except for aircraft that received a new landing gear tube installed as a spare part after September 22<sup>nd</sup> 2010.

Reason: bending and failure of the nose landing gear dip tube



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Subject:

- inspection during preflight check
- replacement of the tube

Time required:

- for inspection: 1 minute
- for replacement: 2 hours

### 2. Material Information

Tools needed:

- for inspection none
- for replacement standard tools

Parts needed: nose landing gear dip tube, part number

- G3-8\_NG-01-00-00, rev. R02 or higher, or
- G3-8\_NG-01-00-15, rev. R00 or higher

### 3. Compliance

Schedule for Inspection:

- before each flight (preflight check)
- after hard landing
- after taxiing over a bump
- after taxiing through a turn at an accelerated speed

Schedule for Replacement:

- if damage has been detected
- as soon as practical

Level of maintenance:

- inspection: none
- exchange: mid

License required:

for inspection

- pilot in command

for replacement

- LSA Repairman, or
- A&P Mechanic, or
- Part 145 Repair Station

Certification: Sign off aircraft logbook when nose gear dip tube has been exchanged by an authorized person defined above.

This Service Bulletin serves as a Letter of Approval (LOA) and is valid without being signed and without any additional paperwork.



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### 4. INSTRUCTIONS for INSPECTION

- a. place the aircraft on a flat and level surface
- b. adjust the rudder to neutral
- c. stand approx. 10 ft in front of the aircraft and judge if the nose wheel tube is bent
- d. grasp propeller-roots just outside the spinner and push down onto the nose wheel suspension with approx. 20...30 lb of force

The aircraft must drop approx. 1 inch into the nose wheel suspension and come back after pressure has been released. If the nose wheel does not spring back or if friction is noticed the nose landing gear dip tube is bent and must be replaced.

- ▲ **WARNING:** Operating the aircraft with bent nose landing gear dip tube may result in collapse of the nose landing gear during taxi, take-off or landing.

### 5. INSTRUCTIONS for REPLACEMENT

- in case of REMOS G3 replace nose landing gear dip tube according to REMOS G3 MAINTENANCE HANDBOOK, section 5
- in case of REMOS GX replace nose landing gear dip tube according to REMOS GX MAINTENANCE HANDBOOK, section 5

- ◆ **NOTE:** Please contact your Remos Service Center if in doubt.

### 6. ADVICE

The aircraft was extensively tested during initial certification. Nevertheless, an error occurred in this process that led to the necessity of replacing the nose landing gear dip tube. REMOS explicitly points out that the basic landing conditions set forth in the certification standards were met. Only the supplemental nose landing gear conditions were not met. These conditions define forces for taxiing over a bump, towing the aircraft on the nose wheel or turning with high taxi speed. In these cases the nose landing gear could be damaged.

Nevertheless, it is possible to damage the nose landing gear dip tube during landing when touching down with the nose wheel first. The Pilot Operating Handbook explicitly states that touchdown must be on the main wheels first.

- **CAUTION:** Landing on the nose wheel first may lead to damage or collapse of the nose landing gear dip tube. Always touch down on the main gear first and hold back on the stick until the aircraft settles on its own. Do not force the aircraft onto the ground. Touchdown should be significantly below 60mph (50kts).

**REMOS wishes you safe and fun flights!  
Always check your aircraft before you fly!**