

# SPORTSMAN SERVICE LETTER 7

**SUBJECT: REVISION TO SPORTSMAN TRICYCLE GEAR OWNER'S MANUAL**

**APPLICABILITY: ALL SPORTSMAN AIRCRAFT**


**DISCUSSION:** The Sportsman Tricycle Gear Owner's Manual has been updated as follows:

Owners Manual, Section 7, Handling, Service and Maintenance

Section 7.8.3; Paragraph J the following text was added:


“Check the service tension of the bolts (80-100 inch-lbs) and add AN960-716 washers as necessary to eliminate play.”

The Section mentioned above is attached.

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**LIST OF REVISIONS**

<b><i>Revision</i></b>	<b><i>Date</i></b>	<b><i>Section</i></b>	<b><i>Page(s)</i></b>
1	3/6/08	7-8.3 (Reference Service Letter 7 (GSSL07))	25

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- F. Repack the wheel bearings, inspect the wheels for cracks and corrosion.
- G. Check the brake mounting flanges for tightness & security. Replace attach bolts if worn. Replace flange weldments if holes are elongated.
- H. Inspect the brake discs for excessive scoring; the brake lines for leaks or chafing and the brake pads for wear. Replace the brake pads, if necessary, using the procedures described in Section 7-9.5.1. Check the operation of the brakes and bleed them, if necessary, as described in Section 7-9.5.2.
- I. Check and adjust the nose gear axle nut tension using the procedures described in Section 7-9.4.
- J. Check the condition of the nose gear shock-truss rubber spacers for signs of wear or cracking. Check the service tension of the bolts (80-100 inch-lbs.) and add AN960-716 washers as necessary to eliminate play.
- K. Check for loose hardware and tools in the fuselage and tail areas.
- L. Vacuum the cockpit area. Clean the windshield and the canopies.
- M. Reinstall the interior panels, tail fairings and landing gear fairings.

#### **7-8.4 WINGS**

- A. Remove all inspection covers and the wingtip fairings.
- B. Check the wing attach pins, bolts and fittings for security, integrity and safety.

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- C. Check the wing and control surface skins for cracks, dents, corrosion and loose rivets.
- D. Check the wingtip fairings for cracks and stress marks.
- E. Check all wiring and plumbing for chafing and security.
- F. Check all aileron and flap control cables, pushrods, rod-ends, bell cranks and hinges for corrosion, safety, security and chafing. Lubricate pivot points and bearing surfaces as necessary.
- G. Check the ailerons for proper travel:  $22.5^\circ(\pm 2.5^\circ)$  up and  $17.5^\circ$  down ( $\pm 1^\circ$ ).
- H. Make sure the flap guide-arm bearings contact the ends of the flap track slots in the fully retracted and extended flap positions. Check the roller bearings for wear and replace if necessary.
- I. Inspect the aileron counterweights for integrity, security and chafing. (Be sure any wiring in the wing tips cannot jam the aileron counterweights.)
- J. Check the fuel tanks and fuel tank fittings for leaks. Check the fuel lines and vent lines for integrity and freedom from chafing.
- K. Check the fuel filler caps for proper labeling.
- L. Check the pitot tube for security. If a heated pitot tube is installed, make sure the drain hole is clear. Check the pitot line for integrity and freedom from chafing.
- M. Check the navigation and anti-collision lights for secure mounting.
- N. Check inside the wings for loose hardware and tools.

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