AEROPRAKT NOTIFICATION

No. N A32-17

HOLES IN THE FLAPERON HINGE AXLES IN A32 AND A32L AIRCRAFT

Repeating symbols:

Please, pay attention to the following symbols throughout this document marking important information.

- ▲ WARNING: Identifies an instruction, which if not followed may cause serious injury or even death.
- **CAUTION:** Denotes an instruction, which if not followed, may cause severe damage.
- **NOTE:** Information useful for better handling.

Release date: 27.10.2022

Effective date: 27.10.2022

Completion date:

Superseded notice: none

Model: A32 and A32L

Serial number(s) affected: All A32 and A32L aircraft

NOTIFICATION

1) Planning information

1.1) Aircraft affected

All A32 and A32L aircraft.

1.2) Reason

Inquiries from the aircraft operators.

1.3) Subject

Holes in the flaperon hinge axles in A32 and A32L aircraft.

1.4) Compliance

Compliance with this notification is obligatory for ensuring compliance to type certificate.

1.5) Approval

The technical content of this Service Bulletin has been approved by Aeroprakt.

1.6) Manpower

None.

1.7) Mass data

Mass change - none.

1.8) Revision of other documents

None.

1.9) Spare parts

None.

2) Spare parts information

None.

NOTIFICATION

No. N A32-17

3) Accomplishment / Instructions

- Do not put any safety pins or wire in the holes in the flaperon hinge axles (see the photo below). It is a type-certified design. Failure to follow this instruction will invalidate compliance of your aircraft to the type design and type certificate.
- These holes are not intended for any safety pins or wire in the flaperon hinge axles. They are present because the flaperon hinge axles are made of a standard part (a pin with a hole for the safety pin/wire) the hole in which may be necessary for locking or safety pin/wire in other aircraft components. These holes in the flaperon hinge axles do not affect in any way or degree the normal function of the hinges.



SERVICE BULLETIN

No. SB A32-16

CHANGE OF AIRSPEED INDICATOR MARKING IN A32 AIRCRAFT

Repeating symbols:

Please, pay attention to the following symbols throughout this document marking important information.

- ▲ WARNING: Identifies an instruction, which if not followed may cause serious injury or even death.
- **CAUTION:** Denotes an instruction, which if not followed, may cause severe damage.
- NOTE: Information useful for better handling.

Release date: 21.10.2022

Effective date: 21.10.2022

Completion date:

Superseded notice: none

Model: A32

A32 aircraft serial No. 001-071, 074, 076-078, 080, 082, 083, 085-091, 094, 097, 101-103, 106, 107, 109-111, 114-117, 125, 128, 129, 131, 139-144, 146, 147, 151-153, 156, 158, 160, 161, 163, 164, 168, 169, 171, 172, 176, 179, 180-184, 186, 189, 193, 194, 197, 201-205, 207-209, 212-222, 226-230, 232, 234-238, 241, 244-249, 251-253

SERVICE BULLETIN

1) Planning information

1.1) Aircraft affected

A32 aircraft serial No. 001-071, 074, 076-078, 080, 082, 083, 085-091, 094, 097, 101-103, 106, 107, 109-111, 114-117, 125, 128, 129, 131, 139-144, 146, 147, 151-153, 156, 158, 160, 161, 163, 164, 168, 169, 171, 172, 176, 179, 180-184, 186, 189, 193, 194, 197, 201-205, 207-209, 212-222, 226-230, 232, 234-238, 241, 244-249, 251-253.

1.2) Reason

Bringing the airspeed indicator marking in compliance with the requirements of ASTM F2245.

1.3) Subject

Change of airspeed indicator marking in A32 aircraft.

1.4) Compliance

Compliance with this Service Bulletin is recommended for increasing the still air speed limit.

1.5) Approval

The technical content of this Service Bulletin has been approved by Aeroprakt.

1.6) Manpower

Estimated work: modification according to the paragraph 3 can be done within 1 hour.

1.7) Mass data

Mass change - none.

1.8) Revision of other documents

Pilot Operating Handbook, Airspeeds and Airspeed Indicator markings.

1.9) Spare parts

None.

2) Spare parts information

None.

SERVICE BULLETIN

3) Accomplishment / Instructions

3.1) Change the airspeed indicator marking

Change the airspeed indicator colour marking as shown on the picture below.



Make respective corrections in the Pilot Operating Handbook (POH) section **2.1** Airspeeds and Airspeed Indicator markings, by erasing (or crossing out) the text crossed out and writing over the text underlined in the table below.

Marking	IAS value or range, km/h (kts)	Airspeed (range) symbol(s) and description
White arc start	50 (27)	Vs0 – stalling speed at maximum takeoff weight with full flaps
Green arc start	60 (32)	V_S – stalling speed at maximum takeoff weight with flaps up
White arc	50 - 147 (27 - 79)	V_{S0} to V_{FE} – flap extended speed range
Green arc	60 - 151 <u>208</u> (32 - 82 <u>112</u>)	V_S to $V_{\Theta \underline{RA}}$ – normal operating speed range
Green and Yellow arcs border	<u>151 208</u> (82 <u>112</u>)	$V_{\Theta \underline{RA}} - \frac{\text{operating maneuvering }}{\text{weight and minimum weight}}$
Yellow arc	$\frac{151}{(82 112 - 130)} = 240$	$V_{\Theta RA}$ to V_{NE} – in this range maneuvers must be conducted with caution and only in smooth air
Red line	240 (130)	V _{NE} – never-exceed speed, maximum speed for all operations

AEROPRAKT SERVICE BULLETIN

No. SB A32-15

REPLACEMENT OF THE OIL SYSTEM HOSES OF A32 AND A32L AIRPLANES

Repeating symbols:

Please, pay attention to the following symbols throughout this document marking important information.

▲ WARNING: Identifies an instruction, which if not followed may cause serious injury or even death.

• **CAUTION:** Denotes an instruction, which if not followed, may cause severe damage.

• **NOTE:** Information useful for better handling.

Release date: 10.02.2023

Effective date: 10.02.2023

Completion date:

Superseded notice: none

Model: A32 and A32L

Serial number(s) affected: All A32 aircraft from #002 to and including #2XX

All A32L aircraft from #002 to and including #025

AEROPRAKT SERVICE BULLETIN

1) Planning information

1.1) Aircraft affected

It is recommended to plan and accomplish the work of this SB together with the work of SB A32-14 (if necessary) to reduce the total amount of work.

All A32 aircraft from #002 to and including #2xx and all A32L aircraft from #002 to and including #025.

1.2) Reason

Damage to the oil system hoses due to heat from the exhaust system.

1.3) Object

All oil system hoses, except oil tank drain hose.

1.4) Compliance

Compliance with this service bulletin is mandatory for reasons of flight safety!

1.5) Approval

The technical content of this Information Bulletin has been approved by Aeroprakt.

1.6) Manpower

Estimated labor amount: 1.5 man-hours.

1.7) Mass data

Mass change is insignificant.

1.8) Revision of other documents

None.

2) Spare parts information

2.1) Spare parts

Hose inside diameter 12 (Rotax PN 956394) in the amount of 1.45 m per A32/A32L aircraft with a Rotax 912 ULS engine and 1.8 m per A32/A32L aircraft with a Rotax 912 iS engine.

2.2) Spare parts cost

The hose is to be purchased from the local dealer of BRP-Rotax GmbH & Co KG.

2.3) Special tools / primer

None.

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3) Accomplishment / Instructions

▲ Failure to perform this work may lead to the destruction of the engine oil system hoses in flight.

- 3.1) Remove the upper and lower engine cowlings.
- 3.2) Check the condition of the oil lines. If there are cracks or loss of flexibility, follow the steps in this bulletin. If the condition of the hoses is satisfactory, go to step 3.5. Re-inspection should be carried out no later than after 50 hours of engine operation.
- 3.3) Replace the oil system hoses (3 pcs.) installed on the aircraft with Rotax PN 956394. Reuse the spiral on the engine oil supply hose. If necessary, replace the screw-clamps with new ones.
- 3.4) Start and test the engine on the ground. Check for oil leaks.
- 3.5) Re-install the upper and lower engine cowlings.

AEROPRAKT SERVICE BULLETIN

No. SB A32-14

INSTALLATION OF HEAT SCREENS OF THE REAR ENGINE RUBBER MOUNTS OF A32 AND A32L AIRPLANES

Repeating symbols:

Please, pay attention to the following symbols throughout this document marking important information.

- ▲ **WARNING:** Identifies an instruction, which if not followed may cause serious injury or even death.
- **CAUTION:** Denotes an instruction, which if not followed, may cause severe damage.
- **NOTE:** Information useful for better handling.

Release date: 10.02.2023

Effective date: 10.02.2023

Completion date:

Superseded notice: none

Model: A32 and A32L

Serial number(s) affected: All A32 aircraft from #002 to and including #215

(excluding #213)

All A32L aircraft from #002 to and including #025

AEROPRAKT SERVICE BULLETIN

No. SB A32-14

1) Planning information

1.1) Aircraft affected

• It is recommended to plan and accomplish the work of this SB together with the work of SB A32-15 (if necessary) to reduce the total amount of work.

All A32 aircraft from #002 to and including #215 (excluding #213) and all A32L aircraft from #002 to and including #025.

1.2) Reason

Intensive wear of the rear rubber shock absorbers of the engine mount due to the heat from the exhaust system elements.

1.3) Subject

The rear rubber shock absorbers of the engine mount.

1.4) Compliance

Compliance with this service bulletin is mandatory for reasons of flight safety!

1.5) Approval

The technical content of this Information Bulletin has been approved by Aeroprakt.

1.6) Manpower

Estimated manpower is 1.5 man-hours without replacing the rear rubber shock absorbers and 5 man-hours with replacement.

1.7) Mass data

Mass change – insignificant (+60 grams).

1.8) Revision of other documents

None

2) Spare parts information

2.1) Spare parts

A set of the rear rubber shock absorbers' screens is available from the local dealer.

2.2) Spare parts cost

A set of the rear rubber shock absorbers' screens is supplied to the local dealer free of charge.

2.3) Special tools / primer

Torque wrench.

AEROPRAKT SERVICE BULLETIN

3) Accomplishment / Instructions

- ▲ Failure to accomplish this work may cause complete disintegration of the rear rubber shock absorbers of the engine mount in flight.
- 3.1) Remove the upper and lower engine cowlings.
- 3.2) Remove the exhaust system without removing the exhaust gas temperature sensors from the exhaust pipes (if any).
- 3.3) Inspect the rear rubber shock absorbers for cracks and replace if necessary. Contact your local dealer on all issues regarding this replacement.
- 3.4) Install the heat screens on the left and right side as shown in Photo 1 for the right side and Photo 2 for the left side. The tightening torque of the M10 nuts is 20-25 Nm.
- 3.5) Re-install the exhaust system. The tightening torque of the M8 nuts is 15 Nm.
- 3.6) Re-install the upper and lower engine cowlings.



Photo 1



Photo 2



AEROPRAKT SERVICE BULLETIN

No. SB A32-13

AMMENDMENT TO AIRCRAFT MAINTENANCE MANUAL OF A32 AND A32L AIRPLANES

Repeating symbols:

Please, pay attention to the following symbols throughout this document marking important information.

▲ WARNING: Identifies an instruction, which if not followed may cause serious injury or even death.

• **CAUTION:** Denotes an instruction, which if not followed, may cause severe damage.

• **NOTE:** Information useful for better handling.

Release date: 06.05.2022

Effective date: 06.05.2022

Completion date:

Superseded notice: none

Model: A32 and A32L

Serial number(s) affected: All A32 aircraft up to and including #225

and all A32L aircraft up to and including #025

AEROPRAKT SERVICE BULLETIN

No. SB A32-12

1) Planning information

1.1) Aircraft affected

All A32 aircraft up to and including #225 and all A32L aircraft up to and including #025.

1.2) Reason

Improvement of aircraft maintenance procedures.

1.3) Subject

For all A32 and A32L aircraft, sections **6 Engine and its control system**, subsections **6.1**, **6.5**, **6.6** of the Aircraft Maintenance Manual.

1.4) Compliance

Included in the POH of A32 aircraft with serial No. over 225, and A32L aircraft with serial No. over 25.

1.5) Approval

The technical content of this Information Bulletin has been approved by Aeroprakt.

1.6) Manpower

Estimated man-hours: 5 minutes.

1.7) Mass data

Mass change - none.

1.8) Revision of other documents

None

1.9) Spare parts

None

2) Spare parts information

None

3) Accomplishment / Instructions

3.1) In the Aircraft Maintenance Manual of A32 and A32L aircraft, in the section **6 Engine and its control system**, subsections **6.1**, **6.5**, **6.6** delete (cross-out) the following text:

WARNING! When adjusting the throttle cables ensure 1 mm clearance between the throttle valve control arm and the idle RPM stop (special feature of A32).



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No. SB A-32-12

Repeating symbols:

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- ▲ WARNING: Identifies an instruction, which if not followed may cause serious injury or even death.
- **CAUTION:** Denotes an instruction, which if not followed, may cause severe damage.
- NOTE: Information useful for better handling.

1) Planning information

1.1) Aircraft affected

All A32 aircraft up to and including #206

1.2) Reason

Introduction of changes into recommendations to braking to avoid resonance of the main landing gear leg vibrations. In the result of hard braking on hard surface runways the main landing gear legs produce resonating vibrations which may cause fatigue cracks on the rear web of the transverse beam of the main landing gear attachment.

1.3) Subject

For all A32, sections **4.12 Normal landing**, **4.13 Short/soft field landing** of the **Pilot Operating Handbook** (POH).

1.4) Compliance

Included in the POH of A32 aircraft with serial No. over 206

1.5) Approval

The technical content of this Information Bulletin has been approved by Aeroprakt.

1.6) Manpower

Estimated man-hours: 10 minutes.

1.7) Mass data

Mass change - none.

1.8) Revision of other documents

None

1.9) Spare parts

None

2) Spare parts information

None

3) Accomplishment / Instructions

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3.1) In the Flight and Maintenance Manual of A32, sections **4.12 Normal landing**, **4.13 Short/soft field landing** replace the sentence:

Avoid braking at a high speed or nose wheel up!

with the following one:

Avoid resonant vibrations of the main landing gear legs while braking!



SERVICE BULLITEN

No. SB A-32-09

Repeating symbols:

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- ▲ WARNING: Identifies an instruction, which if not followed may cause serious injury or even death.
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- NOTE: Information useful for better handling.

1) Planning information

1.1) Aircraft affected

A32 serial No. from 035 to and including 113;

1.2) Reason

It was found out that there was a certain deviation in shape of some parts of the roll control system. The tightening torque of the bolts attaching the control sectors affect their free movement.

1.3) Subject

Control sectors of the roll control system with central stick.

1.4) Compliance

Compliance with this Service Bulletin is mandatory for all affected aircraft for flight safety reasons!

1.5) Approval

The technical content of this Service Bulletin has been approved by Aeroprakt.

1.6) Manpower

Estimated work: modification according to the paragraph 3 can be done within 2 or 2.5 hours.

1.7) Mass data

Mass change – insignificant: +20 g.

1.8) Revision of other documents

None.

1.9) Spare parts

A set of new parts is supplied by local dealer.

2. Spare parts information

2.1) Spare parts price

The kit including: sector assemblies, right and left (1 of each), AN4H17A bolts (2 pcs.), is supplied free of charge to local dealers.

2.2) Special tools / primer

SERVICE BULLITEN

No. SB A-32-09

The tools necessary for replacement of the control sectors: cruciform screwdriver, 3/8" wrenches, 7/16" wrench, wire cutters, pliers, hand drill, Ø2.0 mm drill bit, wire twister.

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3. Accomplishment / Instructions

3.1) Ensuring access to area "I" of the work (fig. 1).

- 3.1.1 Remove the soft cover of the stick.
- 3.1.2. Remove the handles from the levers protruding from the horizontal panel of the instrument compartment base.
- 3.1.3 Undo the screws and remove the horizontal panel of the instrument compartment base and the forward protecting panel between the pilot seats.
- 3.1.4 Undo the screws and remove the side panels of the instrument compartment base. Additionally remove the plastic clamps attaching Bowden cables, electric cables and Pitot and static tubing.
- **Note:** the side panels may be removed in turn for replacing in turn the right and left control sectors.

3.2) Removing the old control sectors

- 3.2.1 Relieve the tension of the control cables of the roll control system. For that remove the safety wire from one of the system turnbuckles and undo its barrel (see fig. 2). It is not recommended to disconnect the turnbuckle completely.
- Note: to simplify the following procedure of the control cable tension and the system adjusting it is recommended to measure the characteristic length "L" of the turnbuckle before undoing it. As well as mark the exact position of one of the flaperons while the other is fixed aligned with the wing tip.
 - 3.2.2 Remove the split pins from the "P" pins (see fig. 6) and disconnect the cables from the cardan.
 - 3.2.3 Undo AN4-17A bolts (see fig.7) and remove the old control sectors DR (right) and DL (left) with "S" spacers.
 - 3.2.4 Undo the bolts fixing the cables and release the cables.

3.3) Installation of new control sectors

- 3.3.1 Drill Ø2mm holes for safety wire (see fig. 4) on both sides of the additional supports of the control sectors. Remove the chips.
- 3.3.2 Fix the control cables on the new control sectors (No. 1R and 1L) using the cleats as shown on fig. 5. (right-hand shown, left-hand mirror view).
- 3.3.3 Install the control sectors (No. 1R and 1L) in their place (see fig. 3 and fig. 6). During the installation the cable guards must keep the control cables in the groves of the respective control sectors.
- 3.3.4 Fix the control sectors with AN4-17A bolts (No. 2) and tighten the bolts with 10 N \cdot m (7.4 lb ft) torque.
- 3.3.5 Connect the cables to the cardan using the "P" pins (see fig. 6). Lock the pins with split pins.
- 3.3.6 Lock the bolts No. 2 with safety wire through the holes in their heads and Ø2mm holes in the additional supports of the control sectors (see fig. 3 and fig. 6).

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3.4) Final work

- 3.4.1 Adjust cable tension and check position of the flaperons. The tension force is 21 kg (46 lb).
- 3.4.2 After adjusting cable tension check the control system for easy and smooth movement, for absence of jamming or control sectors touching the cable guards or other structural elements. The cables may not contact the sectors outside their regular circular portions.
- 3.4.3 Lock the turnbuckles used for releasing/adjusting the control cable tension (see fig. 2).
- 3.4.4 Re-assemble the instrument compartment base after securing with plastic clamps the Bowden cables, electric cables and Pitot and static tubing. Install the lever handles and put the fabric cover of the control stick back.







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||| (1:1)



Fig. 4









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No. SB A-32-08

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- **CAUTION:** Denotes an instruction, which if not followed, may cause severe damage.
- NOTE: Information useful for better handling.

1) Planning information

1.1) Aircraft affected

A32 aircraft serial No. from 002 to 394 inclusively.

1.2) Reason

Cases of spontaneous disconnection of the coolant supply hose from the inlet pipe of the water pump (see Photo 1).



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SERVICE BULLITEN

1.3) Subject

Screw-clamp attaching the water hose on the engine cooling system water pump inlet. See photo 1.

1.4) Compliance

Compliance with this Service Bulletin is mandatory for all affected aircraft for flight safety reasons!

1.5) Approval

The technical content of this Service Bulletin has been approved by Aeroprakt.

1.6) Manpower

Estimated work: 1.5 man-hour.

1.7) Mass data

Mass change – none.

1.8) Revision of other documents

In the AMM of every aircraft, specified in section 1.1 above, in "Cooling system" section:

- in the "INSPECTION CHART" table add a line for the first inspection of the screw-clamp after 25 hours and every 100 hours for the following inspections;
- add instruction: "When inspecting the screw-clamp attaching the water hose to the water pump inlet make sure its tightening torque is equal to 4 N·m (3 lb·ft).

1.9) Spare parts

None.

2) Spare parts information

None.

3) Accomplishment / Instructions

▲ Failure to perform this work will result in engine overheating and failing in flight!

- **3.1**) Remove the upper and lower cowling panels.
- **3.2**) Tighten the screw-clamp shown in Photo 1 to $4 \text{ N} \cdot \text{m} (3 \text{ lb} \cdot \text{ft})$ torque.
- **3.3**) Put back the upper and lower cowling panels.

AEROPRAKT SERVICE BULLETIN

No. SB A32-07

REPLACEMENT OF THE NOSE WHEEL FORK HINGE BRACKET OF A32 AND A32L AIRCRAFT

Repeating symbols:

Please, pay attention to the following symbols throughout this document marking important information.

- ▲ WARNING: Identifies an instruction, which if not followed may cause serious injury or even death.
- **CAUTION:** Denotes an instruction, which if not followed, may cause severe damage.
- **NOTE:** Information useful for better handling.

Release date: 10.12.2019

Effective date: 10.12.2019

Completion date:

Superseded notice: none

Model: A32 and A32L

Serial number(s) affected: All A32 aircraft to and including serial No. 113

and all A32L aircraft to and including serial No. 025

SERVICE BULLETIN

1) Planning information

1.1) Aircraft affected

All A32 aircraft to and including serial No. 113 and all A32L aircraft to and including serial No. 25.

1.2) Reason

In conditions of high humidity and insufficient lubrication of the inner surface of the bracket hole (see photo 1) in the area of contact with the steel bolt, intergranular corrosion may appear, which affects significantly the bracket strength and may cause its disintegration.



Photo 1

If case if the intergranular corrosion is detected in the bracket, stop operation of the aircraft until replacement of the bracket. If there is no corrosion, continue to operate the aircraft with the bracket available, checking it for corrosion at every 100-hour inspection.

▲ WARNING: Non-accomplishing this work may result in disintegration of fuselage and death of the pilots.

1.3) Subject

Aluminium bracket of nose wheel fork attachment to the nose strut.

1.4) Compliance

Compliance with this Service Bulletin is mandatory for all affected aircraft for flight safety reasons!

1.5) Approval

The technical content of this Service Bulletin has been approved by Aeroprakt.

1.6) Manpower

Estimated work: 1 man-hour.

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1.7) Mass data

Mass change – insignificant.

1.8) Revision of other documents

None.

1.9) Spare parts

New nose wheel hinge bracket.

2) Spare parts information

Price of the kit including a modified bracket and a new bolt is 106 Euro, not including the cost of delivery.

3) Accomplishment / Instructions

▲ WARNING: Non-accomplishing this work may result in disintegration of nose wheel strut.

3.1) In case if the nose wheel spat is installed (Photo 2), do the following actions:



Photo 2

If the nose wheel spat is not installed, start the replacement from the step 3.6.

SERVICE BULLETIN

No. SB A32-07

3.2) Remove the split pin locking the nut of the upper bolt attaching the shock absorber (Photo 3).



Photo 3

3.3) Remove the split pin locking the nut of the bolt attaching the wheel fork to the strut (Photo 4).



Photo 4

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3.4) Undo the nut of shock absorber attachment using a 9/16 wrench (Photo 5).



Photo 5

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3.5) Undo the nut of wheel fork attachment to the strut using the 9/16 wrench (Photo 6).



Photo 6

3.6) Remove the bolt attaching the wheel fork to the strut (Photo 7).



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3.7) Remove the bolt attaching the shock absorber (Photo 8).



Photo 8

3.8) Undo 2 side bolts attaching the wheel spat to the wheel fork (Photo 9).



Photo 9

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Photo 8

3.9) Undo 2 upper bolts attaching the wheel spat to the wheel fork (Photo 10).



Photo 10

3.10) Remove the wheel spat up. Pass the shock absorber through the hole (Photo 11).



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3.11) Undo the nuts attaching the bracket to the wheel fork (Photo 12).



Photo 12

3.12) The bolts attaching the bracket may be left in place (Photo 13).



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No. SB A32-07

3.13) Install the new bracket and tighten the nuts (Photo 14).



Photo 14

3.14) Perform the following installation in the reversed order.

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No. SB A32-06

INSPECTION OF WINDSCREEN GLASS OF A32 AND A32L AIRCRAFT

Repeating symbols:

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- ▲ WARNING: Identifies an instruction, which if not followed may cause serious injury or even death.
- **CAUTION:** Denotes an instruction, which if not followed, may cause severe damage.
- **NOTE:** Information useful for better handling.

Release date: 02.12.2019

Effective date: 03.12.2019

Completion date:

Superseded notice: none

Model: A32 and A32L

Serial number(s) affected: All A32 aircraft to and including serial No. 116

and all A32L aircraft to and including serial No. 025

SERVICE BULLETIN

1) Planning information

1.1) Aircraft affected

All A32 aircraft to and including serial No. 116 and all A32L aircraft to and including serial No. 025.

1.2) Reason

Experience of operation.

1.3) Subject

Windscreen glass.

1.4) Compliance

Compliance with this Service Bulletin is mandatory for all affected aircraft for flight safety reasons!

1.5) Approval

The technical content of this Service Bulletin has been approved by Aeroprakt.

1.6) Manpower

Estimated work: 20-40 minutes.

1.7) Mass data

Mass change - insignificant.

1.8) Revision of other documents

None.

1.9) Spare parts

None.

2) Spare parts information

None.

3) Accomplishment / Instructions

3.1) Subsection **3.2** of **"3 Structures"** section of AEROPRAKT A32 Airplane Maintenance Manual shall be written as follows:

"Inspect the glass from outside and inside for cracks. In case if any cracks are found that protrude beyond the glass attachment strips, the glass must be replaced. Contact your local dealer for glass replacement instructions."

- ▲ WARNING: The glazing material is not resistant to fuels, oils and solvents. Spilling those liquids on glazing may cause its dimness and cracking.
- 3.2) Subsection **3.2** of **"3 Structures"** section of AEROPRAKT A32L Airplane Maintenance Manual shall be written as follows:

"Inspect the glass from outside and inside for cracks. In case if any cracks are found that protrude beyond the glass attachment strips, the glass must be replaced. Contact your local dealer for glass replacement instructions."

▲ WARNING: The glazing material is not resistant to fuels, oils and solvents. Spilling those liquids on glazing may cause its dimness and cracking.