



KITPLANES FOR AFRICA

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SERVICE LETTER

AIRCRAFT EFFECTED: All

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SUBJECT: Converting undercarriage from nose-wheel to tail-wheel and vice versa.

APPLICABILITY: All

COMPLIANCE: Advisory

Overview: The Bushbaby and Explorer airframes were designed to be easily converted from nose-wheel to tail-wheel configuration and vice-versa. The procedure is outlined below.

Procedure:

- Support the aircraft on trestles so that the undercarriage is clear of the ground. The trestles must support the frame where there are vertical braces or else the longeron tubes will bend.
- Remove the landing gear
- Install the new gear according to the builder's manual.
- If converting from nose to tail-wheel, remember to install the 3 Ø40 x 2mm washers between the bottom engine mount and fuselage. This shims up the space previously occupied by the LNW-13 bracket.
- Fit the shock cord.
- Remove trestles and check that no damage has been done to any of the lower longeron tubes.
- Check the wheel alignment and correct any misalignment. (slight toe in preferred)
- record change in the log book
- Have an AP sign out the work.
- Perform low and high speed taxi tests before the first flight.

NOTE:	The longer arm of the lighter tail-wheel and vice-versa will cause little change in the C of G. However KFA recommend that a fresh Weight & Balance check is done to determine any change in the available range and the change in the useful load.
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