

LAA/AWA/13/08
5th November 2013

All Jabiru Series Aircraft

Main Undercarriage Bolts Inspection/Replacement/Mandatory Life

During August 2012, a Jabiru UL430 suffered an undercarriage collapse which led to damage to the aircraft's wing and propeller. Subsequent investigations revealed that the nut was of questionable quality, the undercarriage may have been loose in its mounting and the attachment bolt was of a smaller diameter than recommended.

During May 2013, a Jabiru UL450 suffered a main undercarriage failure where the cause was established to be the failure of a main undercarriage mounting bolt, this attachment bolt was found to be of a smaller size than recommended.

Jabiru Aircraft PTY Ltd. have issued two Service Bulletins affecting the main undercarriage on Jabiru aircraft; the first, JSB 008-1 (31st March 2005), required the replacement of 5/16" (AN5) attachment bolts on all J400 (4 seat) Jabiru aircraft fitted with 3/8" (AN6) bolts. The second Bulletin, JSB 025-2 (7th May 2009), mandated a 500 hr. life for main undercarriage bolts on all Jabiru aircraft types.

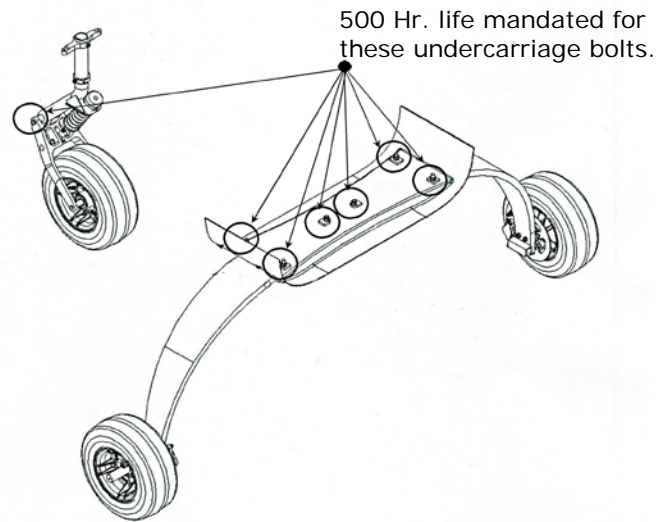


Fig. 1. General arrangement of the Jabiru Undercarriage



Fig. 2. Evidence of fretting due to loose U/C bolts

Good advice about the care and maintenance of Jabiru aircraft can be found in the May/June 2003 edition of Popular Flying, this 'Engineers Workshop' can be found [HERE](#).

Replacement parts for all Jabiru aircraft and engines are available from the UK agent:

Skycraft Ltd.,
Kestrel, 621 Broadgate, Weston Hills,
Spalding.
Lincs.
PE12 6DP.

Telephone: 01406 371779
Fax: 01406 371783
sales@sky-craft.co.uk.

LAA Engineering has recently issued an Airworthiness Information Leaflet (AIL) extending, to all Jabiru types, the requirement to replace any remaining 5/16" (AN5) main undercarriage attachment bolts with 3/8" (AN6) bolts and mandates a 500 hr. life for these bolts as per JSB 025-2 (7th May 2009).

It has been found that the main undercarriage bolts on all Jabiru aircraft are prone to loosening; Operators must regularly check main undercarriage legs in service; this can be achieved by getting an assistant to lift the appropriate wing-tip and check that there is no fore/aft. movement in the leg.

The Jabiru Service Bulletins mandated by the AIL and discussed above are listed below:

JSB 008-1 can be found [HERE](#)

JSB 025-2 can be found [HERE](#)

The LAA AILs covering all the Jabiru models are listed below:

LAA/MOD/274/016 – SK, SP, UL, UL430/450 - [HERE](#)

LAA/MOD/325/004 – J400 – [HERE](#)

LAA/MOD/336/002 – J430 – [HERE](#)

LAA/MOD/346/002 – J160 – [HERE](#)

The AAIB report relating to one of the undercarriage failures discussed above can be found [HERE](#).