

## SB 98-10-1

(revised)

TO: RV-6A Builders and Operators

APPLICABILITY: All RV-6A aircraft using nose gear leg **U-603** (nose gear legs shipped with finish kits prior to 1999).

DISCUSSION: A new nose gear leg was developed by Van's Aircraft, Inc. and introduced in 1998. It bears the part number **U-603-2**.

RECOMMENDATION FOR KITS UNDER CONSTRUCTION: Van's Aircraft, Inc. recommends replacement of **U-603** with **U-603-2**.

RECOMMENDATION FOR FLYING AIRCRAFT: Until replacement can be accomplished, Van's Aircraft, Inc. recommends that owners/operators of flying RV-6A aircraft complete the following inspection procedure before further flight:

1. Remove the U-603 Nose Gear Leg from the aircraft.
2. Trim the wood/fiberglass gear leg fairing if/as required to expose the gear leg for polishing. Exercise caution when trimming the fairing so as not to scratch the surface of the nose gear leg. The lower cowl can be used as a marking template to determine the maximum extent of fairing trim.
3. Polish the full circumference of the area in question (see figure 1) to remove any superficial surface blemishes. Use strips of progressively finer grit sandpaper or emery cloth. The abrasive strips should be worked over the area in question using a back-and-forth motion much like when using a soft rag to polish a shoe.
4. Clean any sanding residue from the area in question using a solvent dampened cloth.
5. Inspect for small cracks that could propagate and eventually cause failure. A visual inspection using a magnifying glass is considered minimum with a dye penetrant inspection or magnetic particle inspection recommended.
6. Nose gear legs without cracks may be returned to service. The nose gear leg inspection procedure must be repeated at each annual inspection or 100 flight hours, whichever occurs first.
7. Nose gear legs having cracks must be replaced with a current production nose gear leg before further flight.

REPLACEMENT: To replace the **U-603** nose gear with the new design **U-603-2** you must return the original leg to Van's Aircraft for "match drilling" of the motor mount attach hole. The orientation of this hole must be the same as that in the original leg to ensure correct leg alignment.

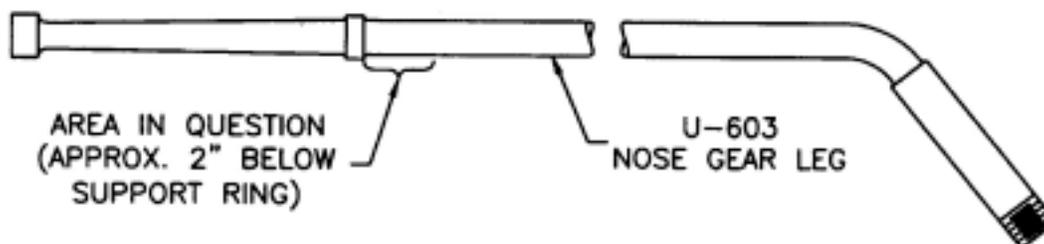


FIGURE 1