

Subject:

Inspection of main landing gear assembly

Date:

23/09/2026

Approved by:

Ing. Vladimír Pekár, Head of Design Organisation

Compliance Information:

Mandatory

~~Recommended~~

~~Optional~~

~~Informational~~

Affected Models/ Serial Numbers:

All SHARK types and models

Reason/Purpose:

This revision supersedes the previous revision of SHARK_SB_010.

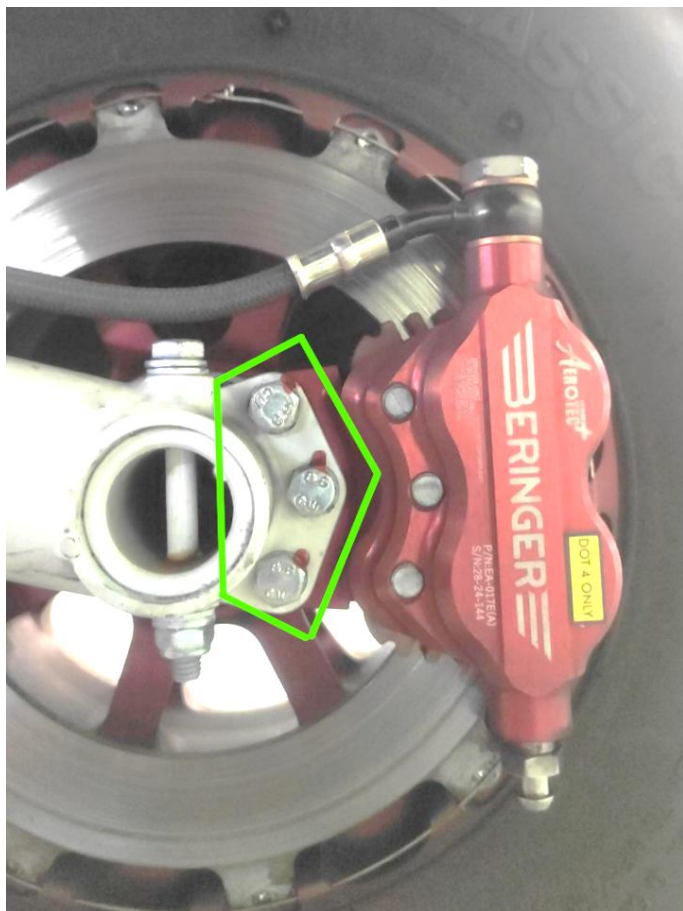
On some SHARK aircraft, the following findings were identified on the main landing gear:

1. Loosened bolts securing the brake caliper to the landing gear
2. Cracked friction washers located between PU shock absorber silent blocks

These conditions may affect operational safety and therefore require inspection.

Description of Issue/Modification:

1. Caliper bolts: On some production batches of SHARK aircraft, Nord-Lock washers in combination with Loctite were used to secure the three bolts attaching the brake caliper to the landing gear leg. It was found that this method of securing may not be sufficient. Possible loosening of the bolts can be monitored by visual inspection of the red torque marking applied on the bolt heads. Excessively loose bolts may come into contact with the wheel disc and cause damage to the disc.

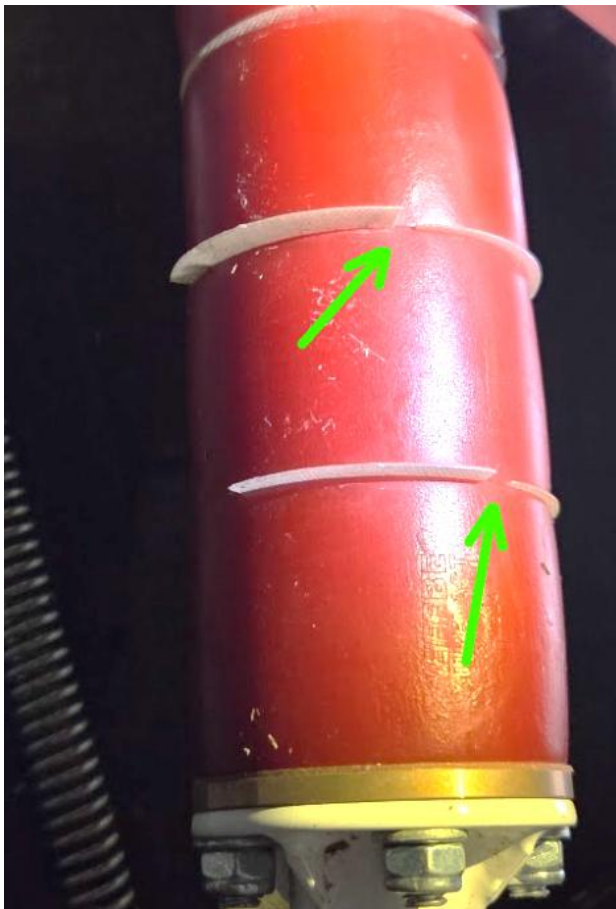


WRONG

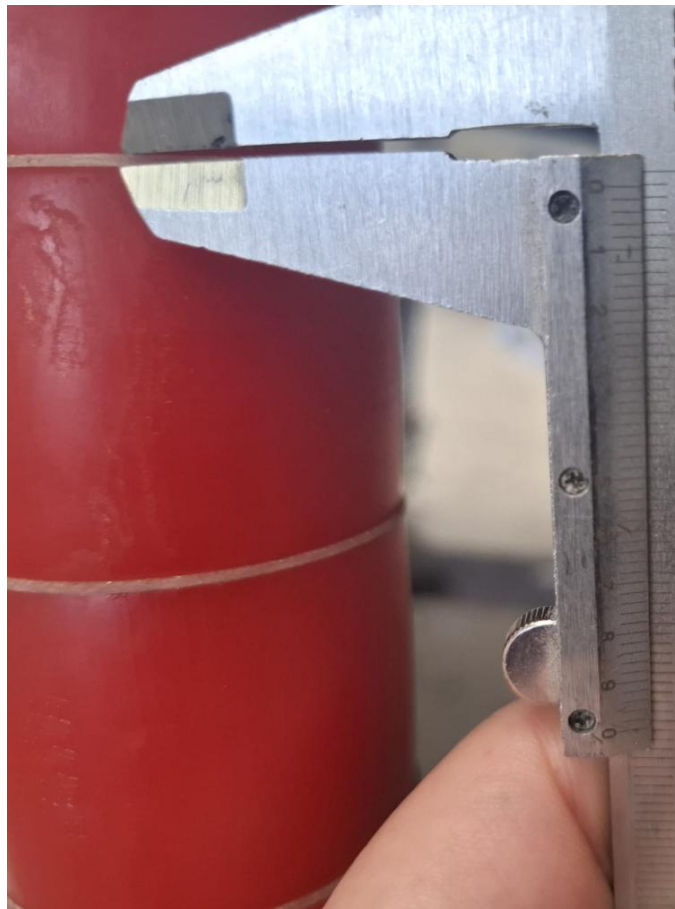


CORRECT

2. Friction washers: Some shock absorbers are equipped with friction washers made of insufficiently thin material. This condition may lead to cracking of the washers and their displacement out of the damper contour.



WRONG



CORRECT

Instructions:

1. Inspection Before Next Flight

Perform a visual and tactile inspection of the main landing gear:

Brake attachment bolts

- Check the type of bolts and their method of securing – if the bolt heads are safety-wired together, no further inspection or corrective action is required.
- If the bolt heads are not safety-wired, check the red torque marking applied on the bolt heads securing the brake caliper to the landing gear.
- If any bolt is found loose, do not operate the aircraft until corrective action prescribed below at 100-hour inspection is taken.

Shock absorber friction washers

- Inspect friction washers located between PU silent blocks of the shock absorber.
- Check for cracks or damage.
- Measure the thickness of at least three washers using a calliper, at locations where the washers extend beyond the damping block.
 - If the measured thickness is less than 0.6 mm, the washers must be replaced at the next 100-hour inspection.
 - Washers with a thickness greater than 0.8 mm require no further action.



2. Repetitive Inspection

- Brake attachment bolts NOT safety-wired shall be checked during every Pre-Flight Inspection until modification at 100-hour inspection is completed.
- Damper washers with thickness less than 0.6 mm shall be checked during every Pre-Flight Inspection.

3. Corrective Actions at 100-Hour Inspection

Brake attachment bolts

- Remove existing bolts.
- Replace with bolts mutually safety-wired using locking wire.
- Replacement bolts will be supplied by SHARK.AERO on request.

Shock absorber friction washers

If any washer is cracked or the measured thickness is less than 0.6 mm:

- Remove the shock absorber.
- Replace all friction washers.
- Replacement washers and detailed replacement instructions will be supplied by SHARK.AERO on request.

Parts Required:

Brake: 6 pcs bolts - DIN 912 **M6x35, Steel Zinc plated with thick Cr(III+) passivation, Class 8.8**
(supplier for example FABORY, Article number **07067.060.035**)
Shorten bolts from 35 mm to 20 mm
Drill a 1.2–1.6 mm diameter hole through the bolt head, centred at mid-height of the head,
for safety wire installation.
6 pcs washers – DIN 125, M6, Stainless steel

Shock absorber: 2 sets of washers S6-03-653

Material Information:

- Safety wire 0,8mm

Weight and Balance Information:

NIL

Effectivity:

This bulletin is effective immediately.