

S E R V I C E B U L L E T I N

NO. FAS-010

Fuji Heavy Industries, LTD.

DATE 28 JANUARY 1970

1. SUBJECT : Replacement of orifice tube assemblies of nose and main landing gear shock strut.
2. AIRCRAFT AFFECTED: FA-200 Serial No. 1 through 11 airplanes.
3. PRIORITY : Essential.
4. REASON : At the 1000 hr inspection of FA-200-180 serial No. 7 airplane, the crack was found on the welding portion of upper flange of main landing gear orifice tube because of the imperfect welding. If this flange goes off from the tube, the orifice will not work well and shock will be absorbed only by the air cushion. The orifice tube of the airplane Serial No. 12 and on have been already modified to have more strength and complete welding.
5. DESCRIPTION : Replace the orifice tube assemblies of nose and main landing gear shock strut to the new designed one. With this replacement, the oil level and oleo air pressure should be changed as follows:

	Main	Nose
*Oil level (inch)	1.14 ± 0.04	1.28 ± 0.04
Oleo pressure (psi)	80 ± 10	100 ± 10

* Oil level means the distance from the top of the strut to the oil surface, compressing the landing gear fully.

6. ACCOMPLISHMENT : At the next 500 hr inspection.
7. APPROVAL : JCAB Approval No. 319. 28 January 1970

8. PARTS REQUIRED : The following parts will be submitted to the owners without fee.

Main	200-812123	Orifice tube assy	2 ea.
	200-000256-041	Placard	2 ea.
Nose	200-822123	Orifice tube assy	1 ea.
	200-000256-049	Placard	1 ea.

9. SEPCIAL TOOLS : Nothing.

10. WEIGHT AND BALANCE: No change.

11. REFERENCE : Nothing.

12. MANPOWER : 10 MH

13. WORK PROCEDURE : Disassemble the nose and main landing gear shock strut in accordance with the FA-200 Service Manual. Replace the orifice tube assembly. Adjust and assemble the shock strut as described in No. 5 DISCRPTION and Service Manual. Fix the placard on the strut.