

 <p>Letecká 255 686 04 Kunovice Czech Republic</p> <p>Tel.:+420 773 984 338 <a href="mailto:info@brmaero.com">info@brmaero.com</a> <a href="http://www.brmaero.com">www.brmaero.com</a></p>	<b>BULLETIN TITLE: NOSE WHEEL STEERING INSPECTION</b> <b>CLASSIFICATION: MANDATORY SERVICE BULLETIN SAFETY DIRECTIVE/ALERT</b>		
	<b>BULLETIN NUMBER: ALL-SB-0-0-0-ALL-0004-2025</b>		
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## 0 RECORD OF REVISIONS

Rev.No.	Affected pages	Reason	Date
0	All	1 <sup>st</sup> Issue	17.07.2024

## 1 GENERAL INFORMATION

### 1.1 Affected aircraft

#### 1.1.1 Type:

BRISTELL (Ultra-light / Light Sport category aircraft)

Note: Does not apply to EASA certified Bristell B23 aircraft

#### 1.1.2 Model:

Models with fixed tricycle landing gear with steerable nose wheel

#### 1.1.3 S/N:

All (for models with fixed tricycle landing gear)

#### 1.1.4 Countries:

All

### 1.2 Reason

According to information from the German Aeroclub (DAEC), there have been several occurrences of damage to the nose gear steering in the area of the teleflex (push-pull flexible rod) attachment in Bristell aircraft operation – see Figure 1.

This can lead to a reduction or loss of directional controllability of the aircraft on the ground.

The probable cause of damage to the steering is not the flight loads but the ground loads that result when full rudder pedals deflections are applied up to the stops on ground when the aircraft is not in motion. Also ground handling loads caused by the towing bar when the nose wheel is excessively deflected when the aircraft is not yet moving.

If these ground loads are not repeatedly induced, then there is no damage to the steering.

### 1.3 Required action

1. **Visual inspection** of the nose landing gear steering with a focus on possible damage (cracks, bends) in the lower area of the teleflex attachment, see Figure 2.

**As part of this**, also perform bulletin ALL-SB-0-0-0-ALL-0003-2025 **Front Undercarriage Inspection**. The bulletin can be downloaded at <https://www.bristell.com/bulletins/>.

2. **Repair** of the nose gear steering if damage is found. The repair consists in welding the brackets and additional reinforcement see Figure 3.

### 1.4 Compliance time

1. **IMMEDIATELY or before the next flight visual inspection** for possible damage to the steering.
2. **Repair before the next flight**, if damage is found on inspection.
3. **Avoid full deflections of the nose wheel steering in normal operation** and ground handling when the aircraft is not in motion.
4. Visual inspection of the steering during periodic inspections.

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**1.5 Mass data** Not affected

**1.6 Electrical load data** Not affected

## 2 DOCUMENTS

**2.1 Superseded documents** NONE

**2.2 Refferenced documents** ALL-SB-0-0-0-ALL-0003-2025 Front Undercarriage Inspection  
 Bulletin available to download at <https://www.bristell.com/bulletins/>

**2.3 Affected documents** NONE

## 3 MATERIAL INFORMATION

**3.1 Required material** None for visual inspection

BRM Aero will supply the material for the repair.

**3.2 Required tools**

1. For visual inspection: the appropriate screwdriver for removing the front leg cover
2. For repair of damaged steering, it will be specified in the repair procedure that will be supplied with the material

**3.3 Costs covered by**

BRM will not cover the costs of a visual inspection of the nose landing gear steering.

BRM will send free of charge the parts to repair the nose gear steering if damage is found.

BRM will not cover the cost of the actual repair or any other direct or indirect costs.

## 4 ACCOMPLISHMENT INSTRUCTIONS

**4.1 Type of maintenance** **Visual inspection:** Line

**Repair of steering:** Heavy, specific knowledge/skills in welding method 141 (TIG) required.

**4.2 Authorization to perform**

**Visual inspection:** no special qualification requirements

Authorization may be specified by national regulations for UL/LSA aircraft

**Repair procedure:** only appropriately qualified person/aircraft repairer, with knowledge and authorisation to TIG weld

**4.3 Manpower**

Estimated time for visual inspection: 30 min.

Estimated repair time: 2 hours

Does not include time to repair paintwork after welding.

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#### 4.4 Work procedure

Visual inspection:

1. Remove the front landing gear leg cover and front wheel cover.
2. Clean the leg and steering of any dirt.
3. Visually inspect the teleflex mounting brackets, see Figure 2. There must be no cracks in the welds. The brackets must not be bent.  
Note: Also refer to bulletin ALL-SB-0-0-0-ALL-0003-2025 Front Undercarriage Inspection.
4. If everything is in order (no cracks, no deformations), reinstall the leg cover and front wheel cover.
5. Record the performance of the bulletin(s) in the Aircraft Log Book and other appropriate aircraft documents.
6. If damage is found (cracks, breaks, deformations, other damage), do not continue operation until repairs are made.
7. In the event of damage findings, notify the manufacturer ([service@brmaero.com](mailto:service@brmaero.com)), Bristell aircraft local representative (<https://www.bristell.com/distributors/>) as well as the relevant aviation authority or delegated organisation.
8. The aircraft manufacturer will send you the necessary parts for the repair and the repair procedure.
9. The repair must be carried out by appropriately qualified and authorised person or aviation service centre.
10. This person/centre will confirm the repair in the aircraft documentation.

#### 4.5 Work inspection

Visual quality control of welds

Checking the wiring and securing of teleflexes

Check tightening of front leg and wheel covers.

#### 4.6 Bulletin compliance record

The execution of the bulletin shall be recorded in the Aircraft Log Book and other relevant aircraft documents.

#### 4.7 Feedback

Contact [service@brmaero.com](mailto:service@brmaero.com) if you find any damage to the front landing gear leg and its control and/or if you are in any doubt.

### 5 BULLETIN APPROVAL

5.1 Elaborated by: Petr Javorský, BRM Aero, Certification manager

5.2 Date of elaboration: 17.07.2025

5.3 Approved by: Milan Bříšťěla, BRM Aero, CEO

5.4 Date of approval: 17.07.2025

### 6 ANNEXES

6.1 ANNEX 1 Photographic documentation

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## 6.1 ANNEX 1 Photographic documentation



Figure 1 Front landing gear leg with broken teleflex brackets



Figure 2 Area to be visually inspected

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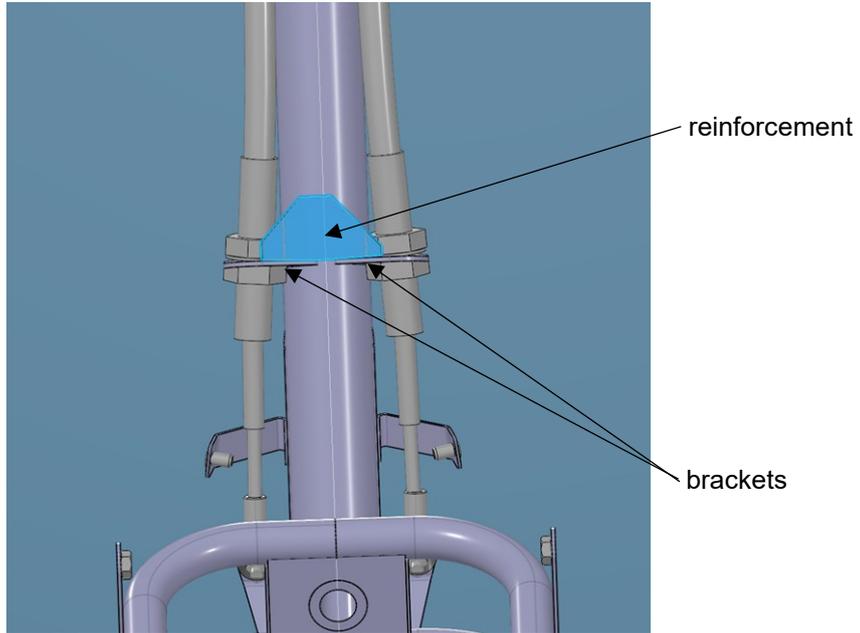


Figure 3 Reinforcement from leg bottom side