

**Reference:** BMAA Service Bulletin 2477 issue 2  
**Title:** Shock absorber – inspection for correct manufacture  
**Applicability:** All Raj Hamsa X'Air (UK) and Raj Hamsa X'Air Falcon (UK)  
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**Classification:** Advisory alert bulletin

## 1 Introduction

A shock absorber failed during the take-off run, resulting in a partial collapse of the undercarriage. Little other damage was done and nobody was injured. The UK importer, the Wessex Light Aeroplane Company Ltd (WLAC), has investigated the failure and found it to be a manufacturing defect. Although it is believed to be a 'one off', this cannot be guaranteed, hence this bulletin.

Issue 2 corrects the description of a properly finished shock absorber: the structural weld does not have to be around the whole circumference.

## 2 Details

The shock absorber affected is the type with a separate coil spring. The shock absorber was supplied in the first half of 2012. The failure occurred at the welded junction between the main body of the shock absorber and the U-bracket at the lower end. The U-bracket was tack-welded onto the shock absorber but not finished: final, structural welds at the junction between the main body of the shock absorber and the U-bracket at the lower end were omitted.



## 3 Action

The shock absorbers should be inspected for correct manufacture as part of the next pre-flight inspection. If the weld is missing do not fly the aircraft and contact WLAC for replacement(s). Replacements must be fitted in accordance with the appropriate Build Manual and normal BMAA procedures for part replacement. Contact your BMAA Inspector or the BMAA Technical Office for advice if at all unsure.

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