

Aircraft Type: Slingsby T67 Firefly (all marks)

Title: Defective Standard Hardware – Self-Locking Nuts

European Aviation Safety Agency (EASA) Safety Information Bulletin (SIB) 2012-06R1, Reference (1), provides information to manufacturers, aircraft owners, operators and maintenance staff of potential defective hardware that is known to have been installed on a variety of aircraft including the Slingsby T67 Firefly (all marks). In particular, many self-locking nuts have been found cracked, parallel to the nut axis (see Figure 1), in some instances only a short time after installation. Of the specifications noted in Reference (1), only self-locking nuts manufactured to LN9338 have been identified as applicable, specifically Kaylock HM14 and equivalent Simmonds type.



Applicable part numbers are:

- 126-22-001 (Kayloc HM14-030)
- 126-22-002 (Kayloc HM14-040)
- 126-22-003 (Kayloc HM14-050) (Simmonds 5PH135M)
- 126-22-004 (Kayloc HM14-060) (Simmonds 6PH135M)
- 126-22-005 (Kayloc HM14-080) (Simmonds 8PH135M)
- 126-22-009 (Kayloc HM14-100) (Simmonds 10PH135m)

← **Figure 1 – Example of longitudinal crack reproduced from Reference (1)**

Although no known airworthiness issue has been identified that would warrant the issuance of an Airworthiness Directive (AD), this Information Bulletin has been released to highlight the potential concern to aircraft owners, operators and maintenance staff of Slingsby T67 Firefly aircraft.

In the event that any self-locking nut has previously or is subsequently found cracked in the manner described in Reference (1) during any inspection or maintenance activity on a T67, the originator is asked to complete the attached form at Annex A and return it to the address provided. Additionally, consideration should be given to the recommendations included in Reference (1) to inspect self-locking nuts before installation and subject incoming lots of self-locking nuts to a torque check and inspection. For further information, please contact Gemma Hodgson, Marshall Slingsby Advanced Composites (MSAC) Product Support, on gemma.hodgson@marshall-slingsby.com

References:

- (1) EASA Safety Information Bulletin, SIB No 2012-06R1, Defective Standard Hardware – MS21042, NAS1291 and LN9338 Self-Locking Nuts, and NAS626 Bolts, Issued 07 August 2012. Available directly from the EASA website at <http://ad.easa.europa.eu/ad/2012-06R1>

Signature 	Signature 	Signature
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DEFECTIVE STANDARD HARDWARE – SELF-LOCKING NUTS

This form is to be completed and submitted to the address below.

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Table 1

Aircraft works number	
Date of finding	
IPC part number and location of part (if beneficial, show on diagram / photo)	
Hardware part number, manufacturer (or markings) and lot number	
Description of crack	
Total flight hours at date of finding	
Reporters contact details i.e. Name, Address, e-mail, telephone etc	
Owner's details	