

**SERVICE BULLETIN**

SB No. 006

Issue No. 1

TITLE

RUDDER TURNBUCKLES - WIRE LOCKING

CLASSIFICATION Recommended**COMPLIANCE** Inspection to be carried out on or before the next 100hr service.**APPLICABILITY:**

All Slingsby T67A Aircraft.

REASON FOR ISSUE:

A case has been reported of reduced movement on the nosewheel steering. The movement being reduced on a turn to the left but satisfactory on a turn to the right.

On inspection of the rudder cable turnbuckles it was found that one of the locking clips, although still in place, had allowed the rudder cable to slacken off sufficient to reduce the steering capability.

The probably cause being pilot or students feet coming into contact with the turnbuckle locking clips on entering or leaving the cockpit.

ACTION:

Check the aircraft steering capability, re-adjust the rudder cable turnbuckles if necessary. Existing locking clip to be replaced with locking wire. (Double figure of eight commencing and terminating at the turnbuckle barrel centre hole, care being taken not to over tighten the wire tail on final twist and to tuck the tail end back into the centre hole to prevent snagging on clothing.)

ISSUED BY:

Date 1 November 1983

for and on behalf of SLINGSBY AVIATION LIMITED

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