

SERVICE BULLETIN

SB No. 41 Issue No. 1

TITLE
SPECIAL INSPECTION OF THROTTLE CABLE - T67 GRP AIRCRAFT EXCEPT T67C

CLASSIFICATION
This Service Bulletin has been classified as mandatory by the U.K. C.A.A.

COMPLIANCE
Within the next 10 flying hours, and at each 150 hour inspection until Mod M496 is incorporated.

APPLICABILITY:

All T67B, T67M, T67M MKII, T67M200 aircraft.

INTRODUCTION:

There have recently been cases of breakage of the throttle cable on T67 g.r.p. aircraft. In these cases the cable has broken at the cockpit end at a point where the inner cable emerges from the outer cable, see Figure 1.

Slingsby Aviation are developing a Modification (Mod M496) which will be applicable to all T67 g.r.p. aircraft which will incorporate an improved fixing of the throttle cable at the cockpit end. Details of Mod M496 will be sent to all Service Bulletin addressees as soon as the modification is available. Incorporation of Mod M496 will discharge the requirements of this Service Bulletin; meanwhile the inspections below are to be carried out as detailed.

ACTION - FIRST INSPECTION

1. Set the throttle lever to the idle position, and measure the clearance at the idle stop screw.
2. Slacken cable clamp bolt, and disconnect the throttle cable at the carburettor/fuel injector.
3. Withdraw the cable about 2 cm. - this ensures that all the affected part of the inner cable will be visible.
4. Visually examine the inner cable for evidence of kinking or cracking - if either is found the cable must be replaced.
5. Check that the length of the outer cable which extends aft beyond the "P" clip, is between 0 and 2 cm. If necessary, adjust the cable position to lie within this tolerance by slackening the "P" clip, repositioning the cable, and retightening the "P" clip. It may be necessary to also adjust the outer cable clamp position at the engine end of the cable. When retightening the "P" clip, ensure that it is angled to equalize sideways bending of the inner cable during operation.

ISSUED BY:

Barry Mellen

ISSUED

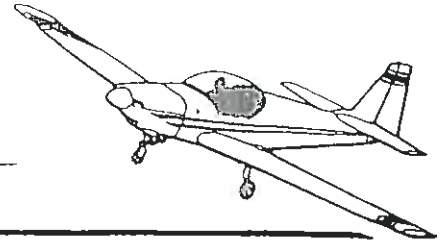
13.11.92

Date

9th Nov 1992

for and on behalf of SLINGSBY AVIATION LIMITED
Kirkbymoorside, York YO6 6EZ, England Tel 0751 32474 Telex 57597

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6. Set the carburettor/fuel injector to the idle position, and the left hand throttle lever to the position measured in 1. above; retighten the cable clamp bolt.
7. Adjust the full throttle clearance, measured at the throttle lever stop screw, to no more than 1 mm., ensuring that the throttle inner cable between the outer cable termination and the cable clamp bolt is not bowed.
8. Adjust the idle clearance, measured at the throttle lever stop screw to no more than 1 mm.

N.B. The action of the throttle cable on T67M and T67M MKII aircraft is the reverse to all other T67 aircraft, and the requirement to ensure that the inner cable is not bowed will apply at the idle position.

N.B. Worn linkages in the throttle cross shaft assembly should be replaced (play in this assembly would allow the centre throttle action to cause bowing of the inner cable despite correct setting of the throttle stops on the left hand throttle lever).

N.B. If any difficulty is found in limiting the throttle lever clearance to 1 mm. check that the throttle stop screws have an effective length of 25 mm. If any are found which have an effective length of 20 mm. contact the Customer Service Department.

ACTION - REPEAT INSPECTIONS

Carry out items 1,2,3,4, and 6 as detailed above. Check that the clearance as measured at the throttle lever stop screws is no more than 1 mm. at idle and at full throttle.

Approved:

B. Meller

Date:

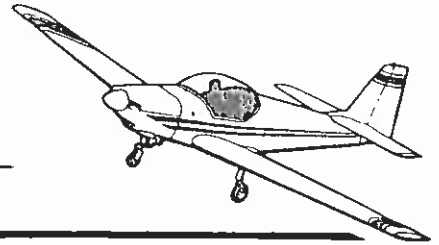
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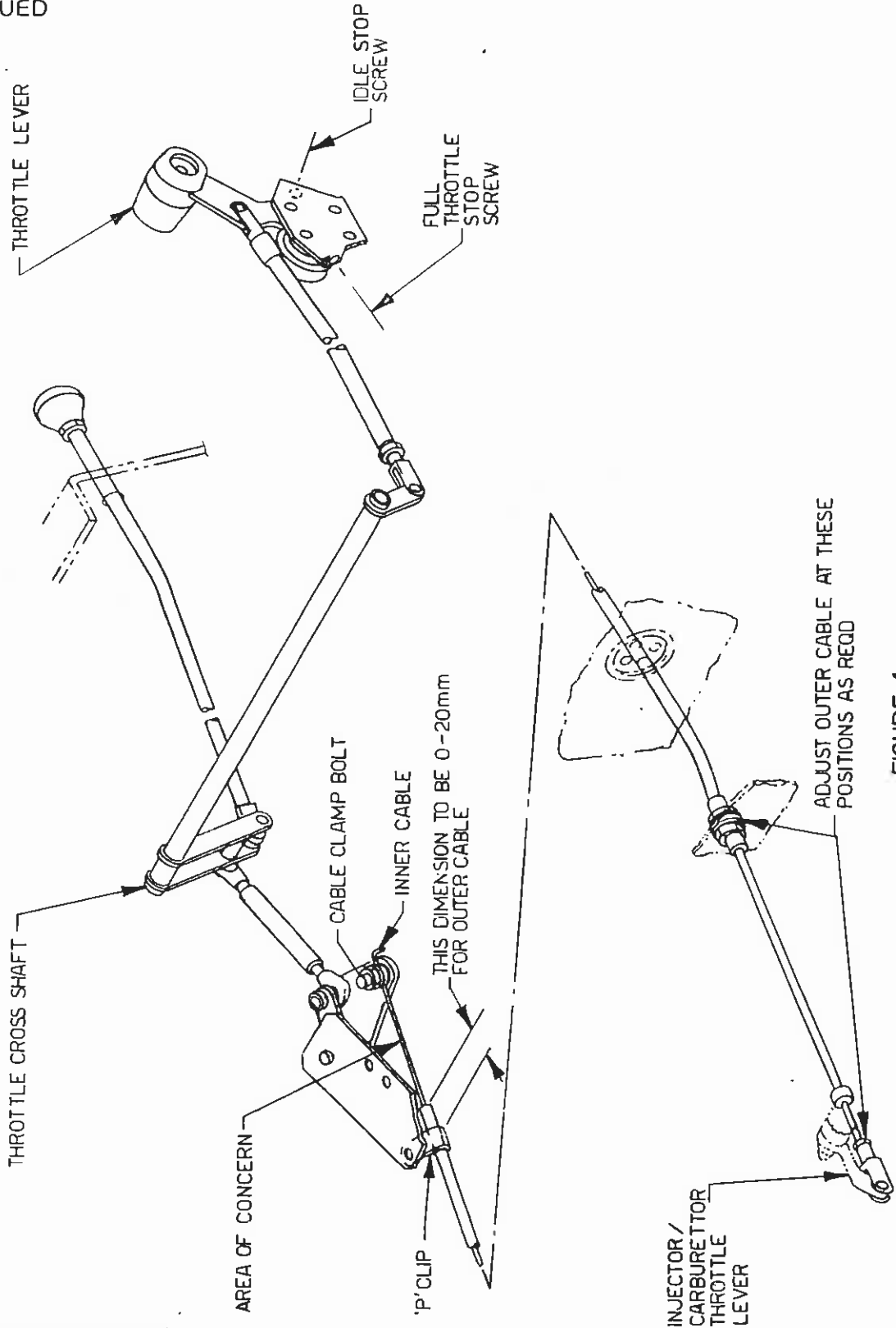


FIGURE 1
(POST MOD M326 DRN)
(T67M & T67M MK II SIMILAR)

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B. M. Miller

Date:

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