**SERVICE BULLETIN**

SB No. 58 Issue No. 1

TITLE

FAIREY UNDERCARRIAGE INSPECTION.

CLASSIFICATION

This Service Bulletin has been classified as Highly Recommended.

COMPLIANCE

Recommended at the next 50 hour check and thereafter at every annual inspection. This occurrence has no effect on safety.

APPLICABILITY

All T67C and T67M MKII Post Mod 468 and all T67M260/T3A aircraft.

INTRODUCTION

This is a re-issue of Fairey Hydraulics Ltd Service Bulletin No. 32-11, Iss. 1.

ACTION1. Planning Information.A. Reason

There have been occurrences where the sealant applied to the lower end of the cylinder assembly and gland interface has become detached. The sealant also covers the circlip that retains the gland. See Fig 1.

B. Description


Visual Inspection of all nose and main landing gear assemblies in the position indicated on Fig. 1 of this Service Bulletin.

C. Approval

This Service Bulletin contains no modification information that revises the approved configuration and therefore does not require governmental or other regulatory approval.

ISSUED
21 JUN 1994

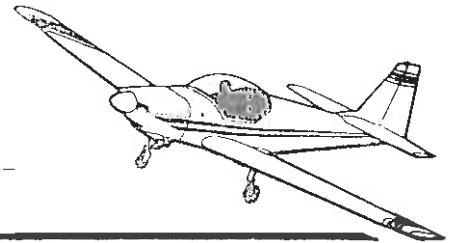
ISSUED BY:



Date 20/6/94

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

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D. Material

Protective waterproof substance eg Grease XG 286 (NATO G-460)(NSN 9150-99-224-8885) or equivalent.

E. Manpower

Inspection - 0.50 hours.

Part A - 0.50 hours.

Part B - 1.25 hours.

F. Tooling

Torch
Mirror
Wood or plastic spatula.
Circlip pliers.
Vernier caliper.
Spring dividers.

G. Weight and Balance

Unaffected.

H. References

Firefly T67/T3A Aircraft Maintenance Manual, Chapter 32 if required and Fig. 1 of this bulletin.

2. Accomplishment Instructions.A. Procedure(1) Cleaning

- a. If required, clean the area around the lower part of the cylinder assembly and particularly where the tube assembly enters the cylinder. Use a lint free cloth moistened with an approved solvent if required.

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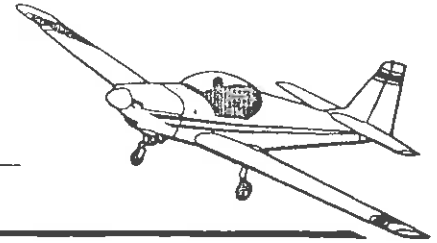
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(2) Inspection

- a. Using a mirror and torch if required, visually inspect the sealant in the recessed area around the lower part of the cylinder assembly that houses the gland and the circlip.

CAUTION: DO NOT USE SHARP METAL INSTRUMENTS THAT MAY DAMAGE THE PARTS AND THEIR SURFACE TREATMENTS.

- b. Identify which one of two sealants, PR1422 or Silastic 431, has been applied.

NOTE: PR1422 is brown in colour. Silastic 431 is white.

- c. Check if the sealant is securely adhered to the applied surface. Use a wood or plastic spatula if required.

- d. If PR1422 has been applied carry out temporary rectification Part A. If Silastic has been applied carry out temporary rectification Part B.

(3) Temporary rectification

Part A


- a. Remove any loose and defective sealant.
- b. Apply protective waterproof substance at the cylinder/gland interface and over the circlip.

Part B

WARNING: THIS PART APPLIES TO LEGS NOT FITTED TO AIRCRAFT AND NOT INFLATED.

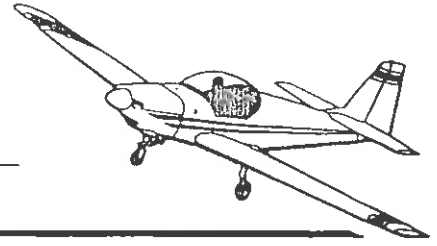
- a. Remove all applied sealant.
- b. Make sure the leg is deflated (refer to Aircraft Maintenance Manual).

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- c. Remove circlip.
- d. Thoroughly clean the circlip, circlip groove and adjacent area.
- e. Refit circlip and make sure it has fully expanded in its groove. Refer to Fig. 2 of this bulletin and measure the distance between the holes in the circlip which must be:

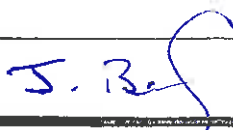
Nose Leg - 0.88/0.92 in (22.35/23.37 mm)

Main Leg - 1.10/1.06 in (27.94/26.92 mm)

CAUTION: THE CIRCLIP IS MEASURED TO ENSURE THAT THE CIRCLIP IS FULLY EXPANDED IN ITS GROOVE.

- f. An independent check inspection of para e. above must be carried out.
 - g. Apply protective waterproof substance at the cylinder/gland interface and over the circlip.
- (4) Permanent rectification
- a. A permanent solution will shortly be introduced for implementation at first major aircraft overhaul or earlier if required.

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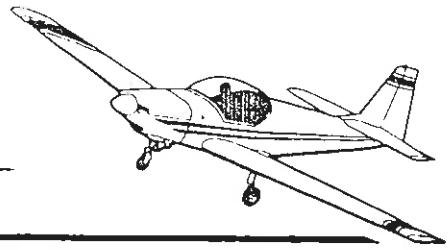
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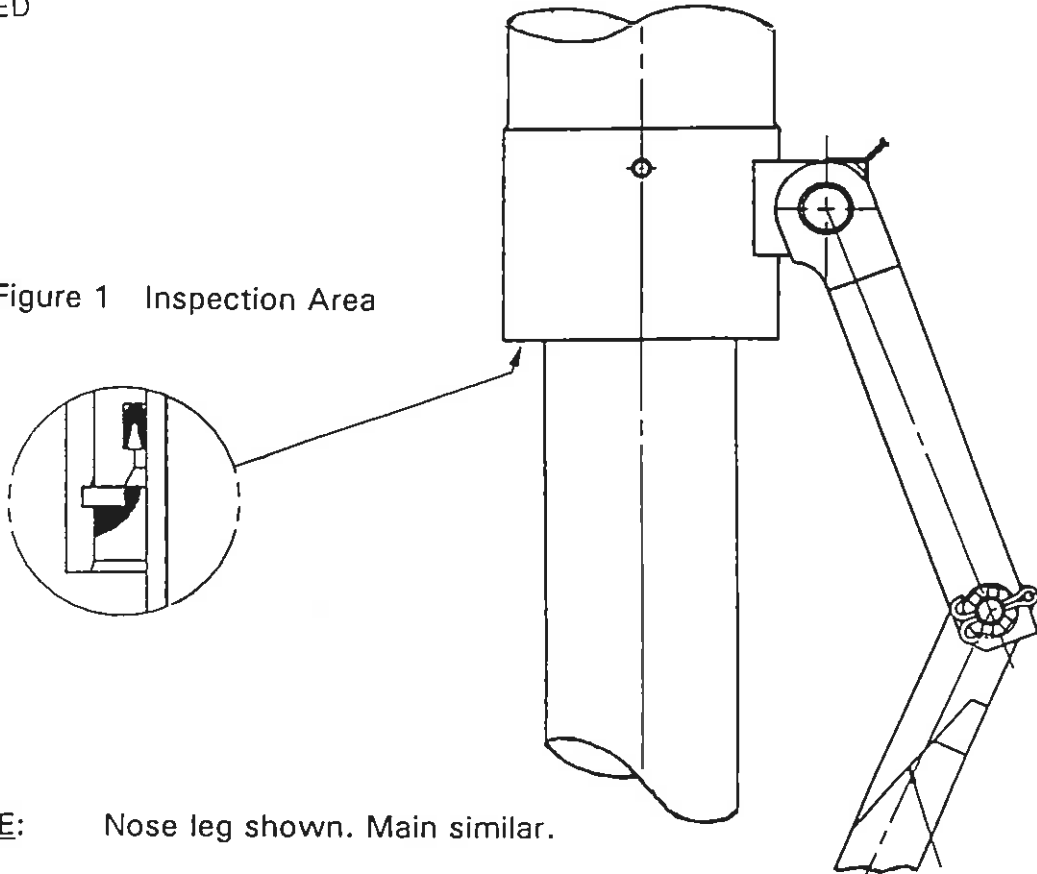
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Figure 1 Inspection Area



NOTE: Nose leg shown. Main similar.

Main leg - 1.10/1.06 in (27.94/26.92 mm)

Nose leg - 0.88/0.92 in (22.35/23.37 mm)

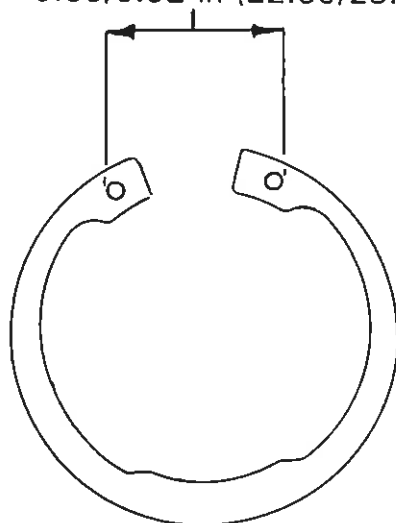


Figure 2 Circlip measurement

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