

Service Bulletin

S.B. No: 171

Title: INSPECTION OF MAIN UNDERCARRIAGE TOP MOUNTING COLLARS

Classification: This Service Bulletin has been classified by SAL as Highly Recommended

Compliance: At next 150-hour inspection and then next annual

Applicability: T67M-MkII (Post Mod M835), T67M200 (Post Mod M914), T67M260 and T67M260-T3A

INTRODUCTION:

Two cases have been reported of excessive movement of the starboard undercarriage in its mounting. In both cases, the aircraft were mounted on jacks and undergoing a 150-hour check.

Upon further investigation, it was noted that the GRP collar for the undercarriage mounting, had sheared through and had migrated down the leg.

This Service Bulletin requires 150-hour check on both undercarriage legs until they are removed at the next annual. The requirements of this Service Bulletin are to be revoked upon satisfactory inspection and rectification and/or repair, as applicable, ref. paragraph 2 and/or 4.

ACTION:

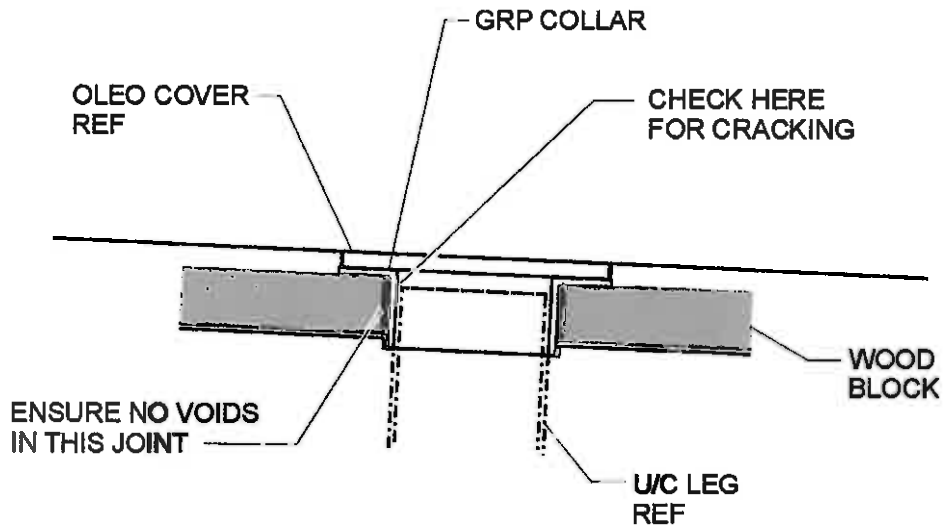
For the following paragraphs, refer to Figure 1.

1. At 150-hour check and with aircraft on jacks, remove oleo covers and i) Check for cracking around top of GRP collar; ii) Check for excess movement in the leg mounting.
2. Should a crack and or excessive movement be evident then remove the leg/s and replace collars by repairing in accordance with Slingsby Aviation Limited repair scheme DOI T67G-742. Annotate logbook that the requirements of this Service Bulletin SB171 have been carried out.
3. Should there be no crack or no excessive movement, then annotate logbook 150-hour inspection carried out. Repeat the 150-hour inspection until the next Annual inspection when the requirement at paragraph 4 is to be applied.

Approved by:  For and on behalf of SLINGSBY AVIATION LIMITED	Date: 28 th March '01	Issue 1
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4. At the next Annual, remove the undercarriage legs and check the integrity of both the top and bottom GRP collars, as follows:
- i) Clean the collar's bore with acetone and inspect collar for signs of cracking, if cracks are present in the top collar, repair in accordance with DOI T67G-742. If cracks are present in bottom GRP collar inform Slingsby Aviation Ltd.
 - ii) Should no cracks be present, inspect both collar to block joints for voids, using visual and tap test methods.
 - iii) If a void is detected, then carefully drill a 1/16" diameter hole in the void/s and inject with Araldite 420. Ensure excess adhesive is removed. Allow adhesive to cure before reassembling leg back into mounting.
 - iv) Should collar be free of defects, reassemble leg into mounting.
 - v) After completing either 4 i), iii) or iv) annotate logbook "SB 171 complied with."

For further information or replacement parts or repair scheme, please contact SAL Customer Support Department.



**FIGURE 1 TYPICAL SECTION THROUGH UNDERCARRIAGE TOP MOUNTING COLLAR
BOTTOM COLLAR SIMILAR**