

SERVICE BULLETIN

SB No. 68 Issue No. 2

TITLE
CANOPY LATCH CORRECT OPERATION INSPECTION
CLASSIFICATION

Highly Recommended

COMPLIANCE Within 50 Flying Hours

APPLICABILITY:

T67C, T67M and T67M200 Aircraft, Post Mod M129 (Split Canopy), T67M-MkII, T67M260 and T67M260-T3A.

INTRODUCTION:

An incident has occurred where the canopy latch was apparently closed correctly but when engine revs were increased beyond 1500 RPM the canopy opened.

Fig. 1 page 2 shows 3 positions of the canopy mechanism:

Position 1 - Open/Unlatched

Position 2 - Latched but mechanism not over centre

Position 3 - Correctly closed, mechanism fully over centre.

ACTION:

- (i) Remove canopy mechanism and latch covers
- (ii) Close canopy fully. Ensure internal handle is in its correct position (Ref Fig.1).
- (iii) Check that stop pin is just touching latch hook. If not adjust in accordance with Maintenance Manual, Section 3, paragraphs 3.2.
- (iv) Check closure. By positioning palm of hand at point indicated, ref. Fig. 1, push up latch handle, which should close with reasonable resistance but without using excessive force.
- (v) Replace mechanism and latch covers, in accordance with Maintenance Manual, Section 3, paragraphs 3.2.
- (vi) Maintenance Manuals to be amended to reflect points contained in (ii), (iii) and (iv).

ISSUED 29 NOV 1995

ISSUED BY:

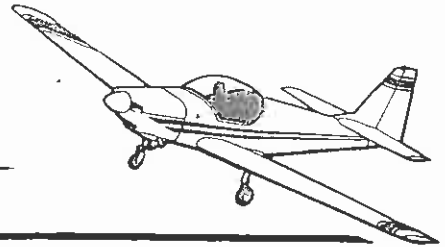


Date 28-11-95

 for and on behalf of **SLINGSBY AVIATION LIMITED**
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- (vii) When handle is fully closed, ie meets requirements of Fig. 1, mark a white line across both labels ref. Fig. 2 on line with handle lower surface (ie coincident with Point 'A' ref Fig. 1 & 2. The line may be obtained by running a hacksaw across both labels; a) deep enough to reveal white of label material or b) if base material is red, deep enough to hold white fill in wax, ie 0.25mm to 0.5mm.

When label is marked, it is to be identified in IPC Ref. Chapter 15 as Part No. T67M-17-351 Post Mod M666, Part No. T67M-17-319 to be annotated Pre Mod M666.

- (viii) Providing the mechanism is correctly adjusted it should be obvious to the pilot that the latch mechanism has gone over centre.

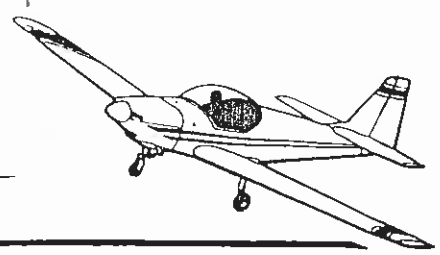
If in doubt, contact SAL Product Support Department.

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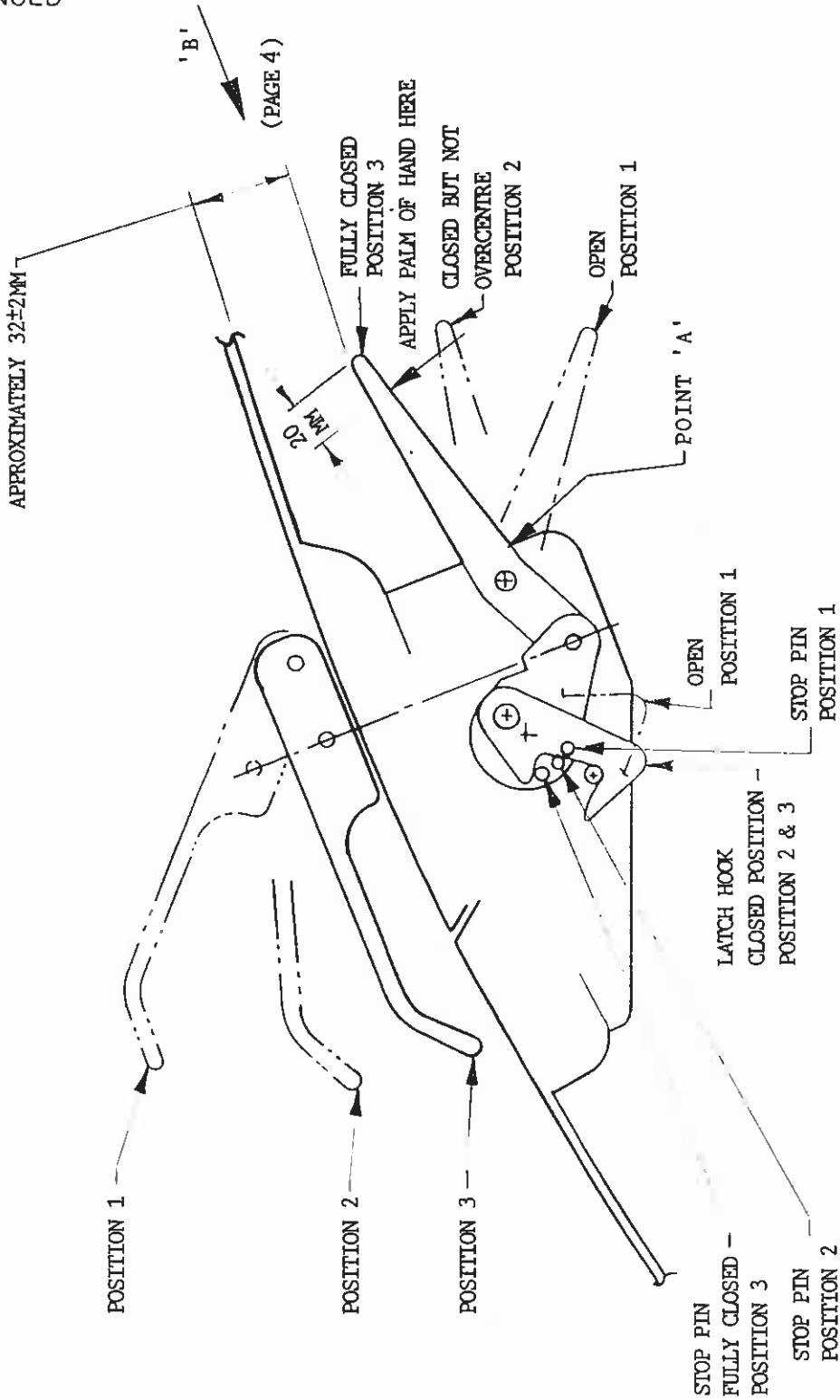


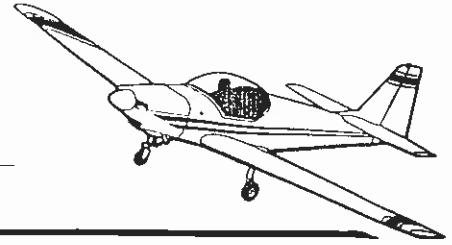
Fig 1

Approved:

B. Miller

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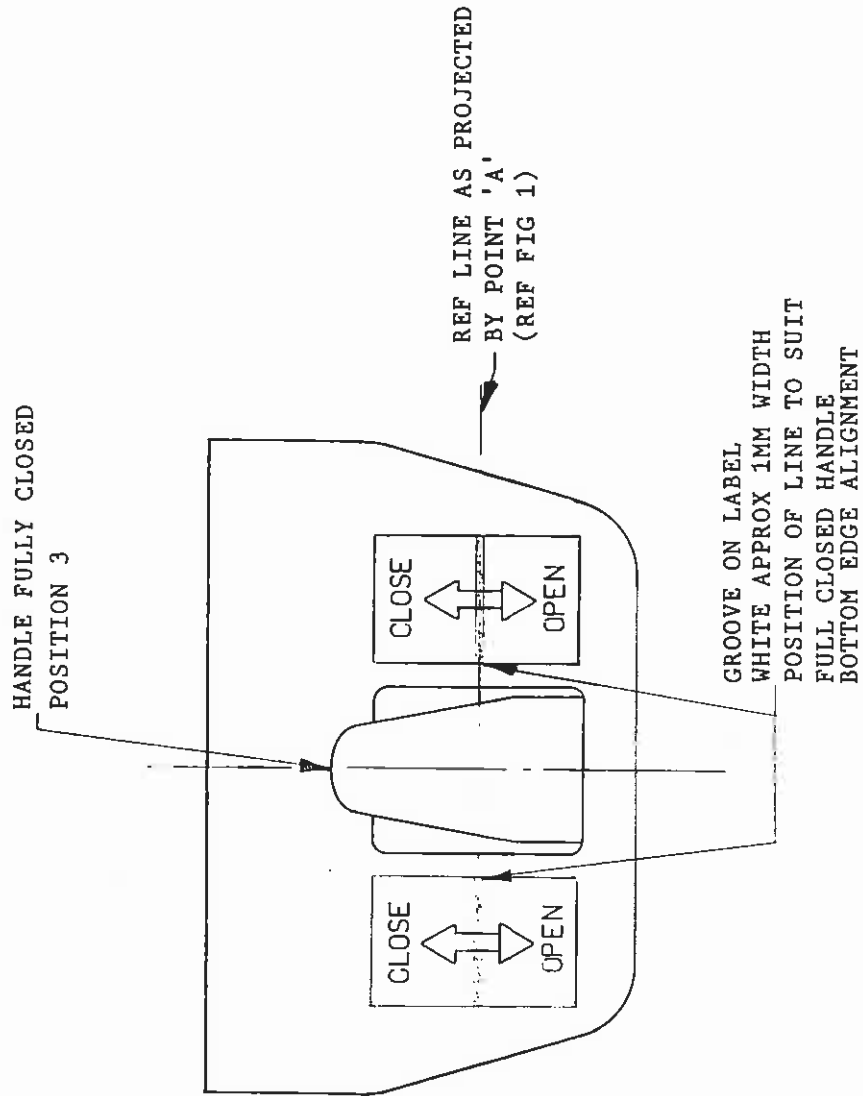


FIG 2
VIEW ON ARROW 'B' (REF FIG 1)

Approved:

R. M. Miller

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