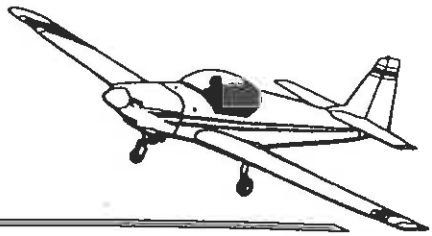
SLINGSBY AVIATION LTD



SERVICE BULLETIN

SB No. 158 Issue No. 1

TITLE INSPECTION OF RUDDER FOR CECONITE FABRIC DEBONDING

CLASSIFICATION

This Service Bulletin has been classified by SAL as Essential

COMPLIANCE At next 150 flying hour check or 100 flying hour check, as applicable.

APPLICABILITY:

T67B, T67C Series, T67M, T67M-MkII, T67M200, T67M260 and T67M260-T3A

INTRODUCTION:

Cases have been reported of the bond between the rudder rib flanges and the covering Ceconite fabric becoming loose. This Service Bulletin requires an inspection and, if applicable, correction by injection of resin adhesive.

ACTION:

1. Inspect rudder surface for debonded regions. Debonding should be visible as an area where the rib structure is not apparent through the fabric and can be easily confirmed by light hand pressure, applied over the area of the rib flange.
2. If debonding found, remove rudder. Determine number and size of regions showing debonding.
3. Mix appropriate amount of Araldite (XD4473) to recommended weights and load mix into syringe. Refer T67 GRP Repair Manual.
4. Measure needle length.
5. Insert needle between fabric and rib positions along the joint equal to two needle lengths apart, extruding Araldite XD4473 in both directions in a continuous bead of resin, rotating needle as shown in Fig. 1.
6. Maintain a light pressure along joint to consolidate and allow 24 hours to cure.
7. Annotate Logbook "SB 158" complied with".

For further information and/or materials, please contact SAL Product Support Department.

ISSUED BY:

for and on behalf of SLINGSBY AVIATION LIMITED
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Tel. 01751 432474
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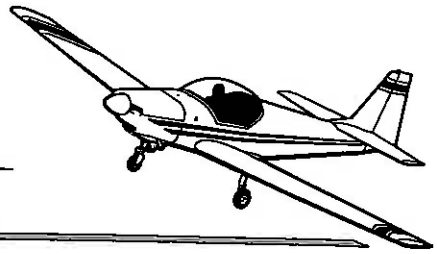
Date 25-6-98

SLINGSBY AVIATION



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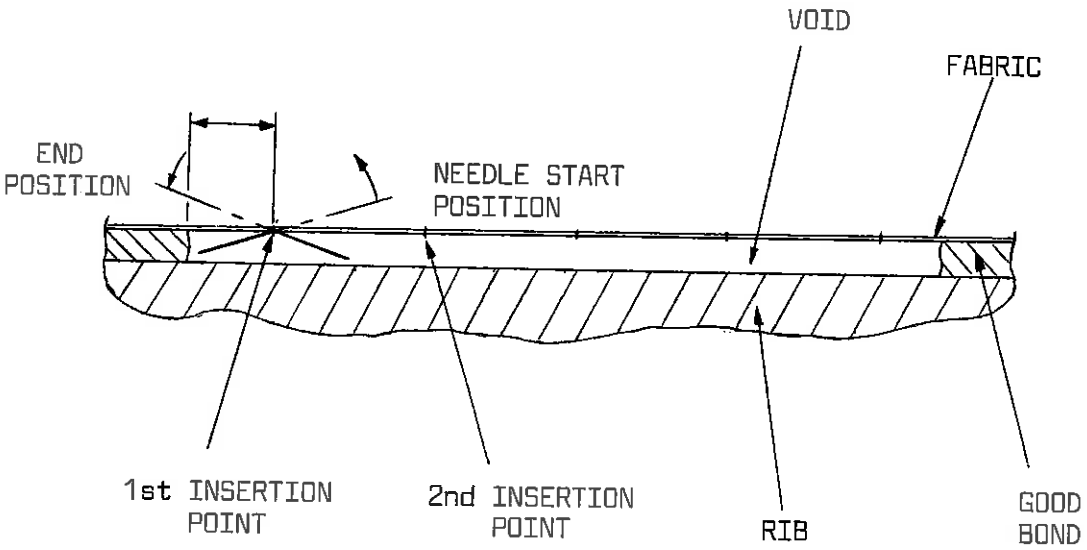

FIG - 1 APPLICATION OF RESIN INTO DEBONDED CONTROL SURFACE FABRIC