

# SERVICE BULLETIN

SB No. 032

Issue No. 1

**TITLE**

KING RADIO KCS 55A SLAVED GYROCOMPASS SYSTEM - ERRONEOUS READINGS

**CLASSIFICATION**

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

**COMPLIANCE**

Before the next flight

APPLICABILITY

All T67M-MkII and T67M200 aircraft.

INTRODUCTION:

It has been found that on T67 aircraft fitted with the above slaved gyrocompass system, transmissions on V.H.F. Comm 1 or Comm 2 can affect the H.S.I. (KI 525A) heading readings.

The mechanism whereby this happens is that R.F. interference swamps the drive from the gyro to the H.S.I. causing the H.S.I. to stop at whatever heading was showing when transmissions commenced. If the aircraft is turning while transmissions are being made, then the H.S.I. heading reading can be grossly in error. In addition this mode of failure does NOT cause the heading warning flag to show.

ACTION:

A Temporary Amendment Leaflet (TAL 3) is enclosed with this S.B. if applicable it must be inserted into the aircraft Flight Manual.

INFORMATION:

The following aircraft were fitted with the KCS 55A system at build:

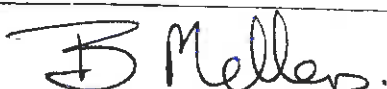
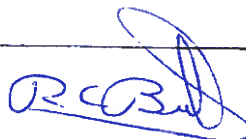
G-BLVI	LN-TFA	LN-TFF
G-BNSO	LN-TFB	HKG 10
G-BNSP	LN-TFC	HKG 11
G-BNSR	LN-TFD	HKG 12
G-BONT	LN-TFE	HKG 13

**ISSUED**

18 JUL 1989

The problem is currently under urgent investigation by SAL and Bendix-King.

ISSUED BY:

 Date 17<sup>th</sup> July 89

for and on behalf of SLINGSBY AVIATION PLC

Kirkbymoorside York YO6 6EZ England Tel 0751 32474 Tele 57597

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