

# Service Bulletin

S.B. No: 84

**Title:** INSPECTION OF RIB 2 LOWER FLANGE BOND TO WING SKIN

**Classification:** This Service Bulletin has been classified by the CAA as Mandatory.

**Compliance:** At next Annual Inspection and each subsequent Annual Inspection until Mod M678 accomplished.

**Applicability:** T67M260-T3A Serial/Works Numbers 2153/92-0657, 2154/92-0658, 2171/93-0567, 2109/92-0625, 2132/92-0636, 2137/92-0641, 2138/92-0642.

**INTRODUCTION:**

It is possible that the bond between Rib 2 lower flange and inner wing skin is not satisfactory.

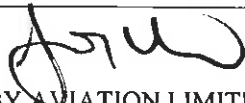
This Issue 2 has been raised to reflect the findings of Issue 1, issued July 27<sup>th</sup> 1995, requiring compliance by August 31<sup>st</sup> 1995. Following fleet inspection, one aircraft was found to be debonded and was repaired iaw T67G-03-049 (Mod M678) and seven aircraft were found to have minor debonding and were subject to negotiation between SAL and USAF.

It was agreed to subject the above serial numbered aircraft to a tap test at each 50 hour check and should signs of void growth be noted, then Mod M678 would be invoked. On the basis of the results of this ongoing monitoring, it has been agreed to allow an annual tap test on these aircraft until such time that Mod M678 is invoked.

**ACTION:**

1. Referring to Figure 1, determine integrity of bond over area indicated, by applying tap test and listen for tonal changes which indicate voids. (This should only be carried out by persons with composite bonding experience). Record area of de-bond.
2. If area of the void is determined to be greater than previously recorded, Mod M678 is to be invoked ref para 4.
3. If bond is found to be satisfactory, ie no greater than previously recorded, annotate in Logbook "SB 84 complied with this Annual Inspection". Repeat paras 1, 2 and 3 at next Annual Inspection.
4. If the bonded area has grown, inform SAL Product Support Department quoting Works/Construction/Serial Number of affected aircraft. Rectify in accordance with Repair Drawing T67G-03-049 (Mod M678) before further flight.
5. On completion of repair, annotate logbook "Mod M678 incorporated".

For Repair Drawing T67G-03-049 "Repair to Rib 2 Flange to Lower Skin Bond" contact SAL Product Support Department.

Approved by:  For and on behalf of SLINGSBY AVIATION LIMITED	Date: 9/3/99	Issue 2
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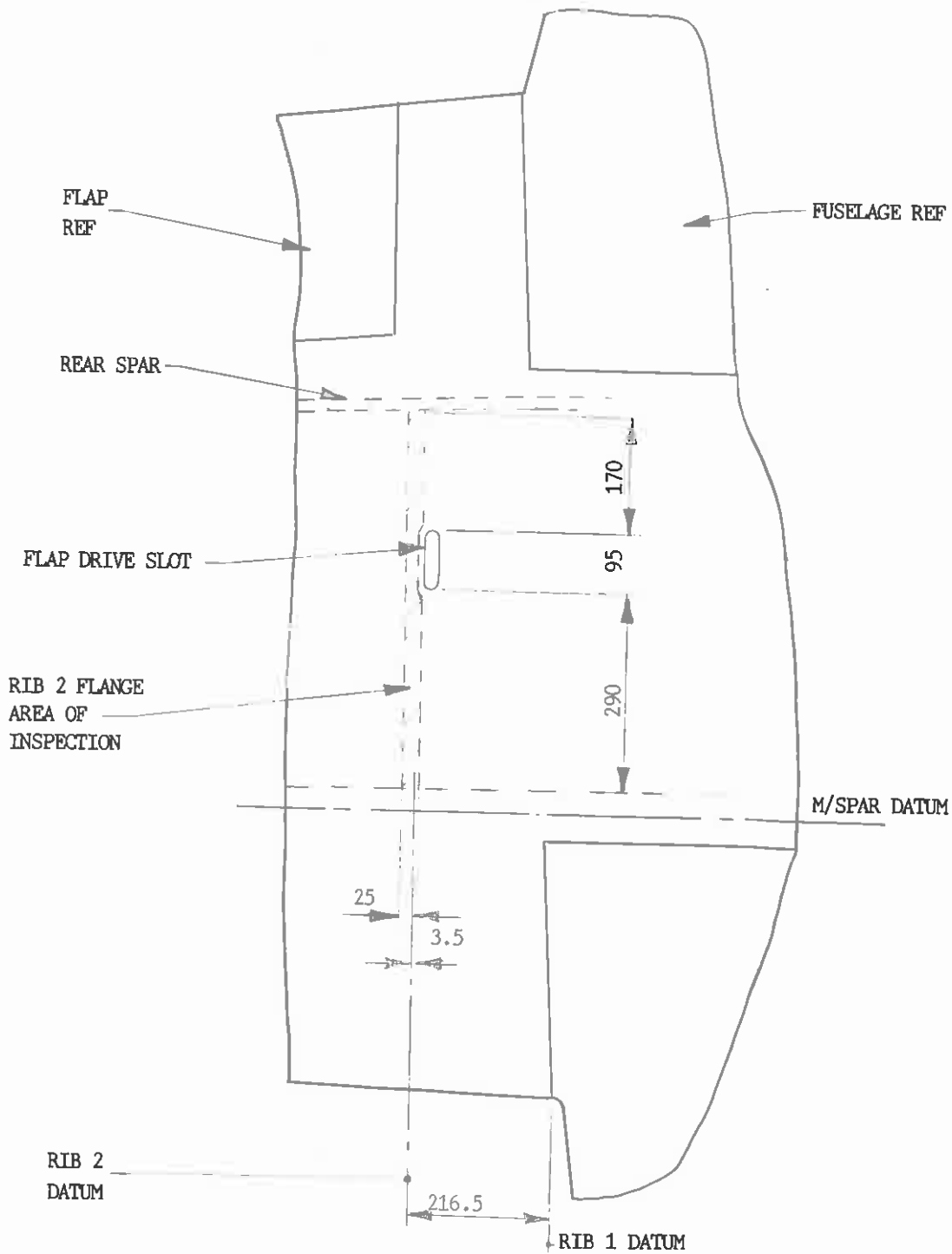


FIG 1  
 LOWER SURFACE PORT WING  
 STBD SIMILAR