

Service Bulletin

S.B. No: 179

Title: INSPECTION OF TAILPLANE ATTACHMENT BRACKETS

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

Compliance:

- a. Upon receipt of this Issue 2, if **Issue 1** of this SB **has not** been complied with, compliance is to be: "Prior to next aerobatic flight, or within next 15 flying hours".
- b. If Issue 1 of this SB has been complied with and if original bracket was not replaced, then compliance is to be: "at the next 150 flying hours from receipt of Issue 2 of this SB. Then every 150 flying hours thereafter until original bracket is replaced".

Applicability: T67A, T67B, T67C, T67M, T67M-MkII, T67M200, T67M260 and T67M260-T3A:
All construction numbers except 2266 and subsequent.

This Issue 2 adds repetitive and re-assembly instructions.

INTRODUCTION:

Cases have been reported of cracked tailplane brackets. This Service Bulletin details inspection of the aft tailplane brackets in order to discover similar cracks.

ACTION:

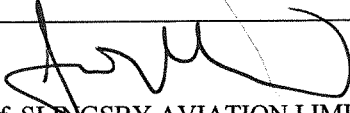
1. Check master switch, ignition switch and fuel are OFF. Disconnect external power and hangar aircraft, if required.
2. Gain access to aft tailplane mounting brackets and remove from tailplane main spar. Ref. Figure 1.

NOTE:

Pre Mod M520 aircraft Works Nos 1988 to 2108, 2111, 2112 have attachment brackets attached to tailplane spar with loose stiffnuts. Post Mod M520 aircraft, Nos 2109, 2110, 2113 and subsequent have anchor nuts.

3. Remove paint from bracket.
4. Perform dye penetrant (or similar) NDT crack detection on brackets and examine, paying particular attention to the region illustrated in Figure 1.
5. Should any crack be discovered, then all four tailplane mounted brackets from the subject aircraft shall be returned to SAL and replaced with new items.

RECEIVED
11 APR 2003

Approved by: 	Date: 11 th April 03	Issue 2
For and on behalf of SLINGSBY AVIATION LIMITED	Page 1 of 4	
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6. Tailplane attachment brackets are to be re-fitted to tailplane, bolts to be "finger tight". The tailplane is to be offered up to the aircraft and main tailplane to fuselage bolts fitted and torqued to 60 lbf in . Then tighten tailplane attachment bracket bolts.

NOTE 1 Prior to torquing main bolts, ensure there is either no gap or a gap of up to a maximum of .010" (.25mm) between fittings. If a gap greater than .010" (.25mm) does exist after taking up slack then it is permissible to fit washers as follows:

Washer/s of thicknesses 0.016" (.4mm) (SAL Stores Code 126-23-750) or 0.018" (.46mm) (SAL Stores Code 126-23-754) or 0.032" (.81mm) (SAL Stores Code 126-23-747). Thinning of 0.032" is acceptable providing faces of washer remain parallel. Re-protect modified face.

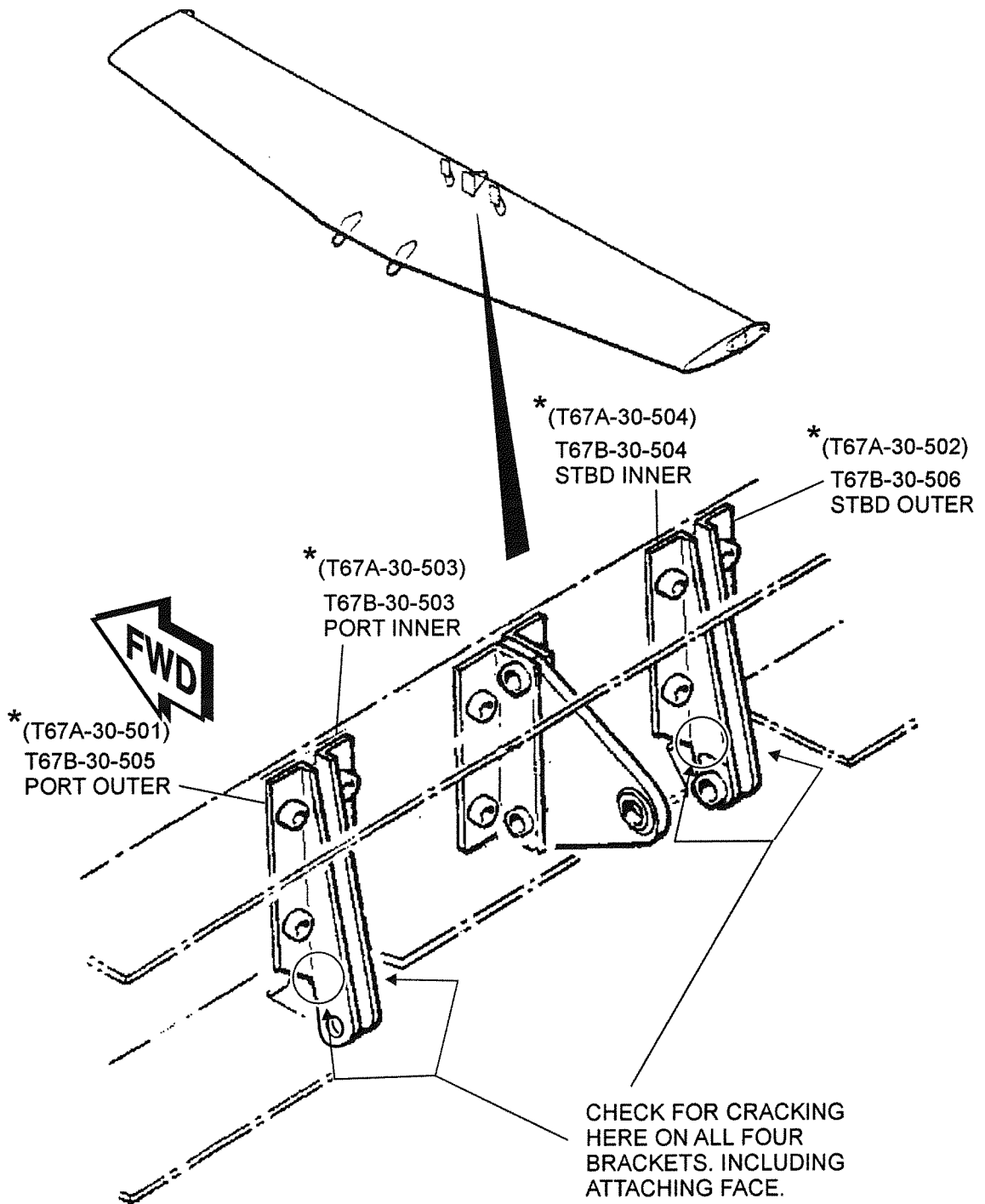
NOTE 2 Ensure that the brackets are not forced apart when fitted.

7. If brackets found cracked, then inform SAL of the following:

Aircraft registration
Total hours
Total hours since Issue 1 inspection.
Whether the brackets are cracked.
Which brackets are cracked, eg port outboard, stbd inboard etc.

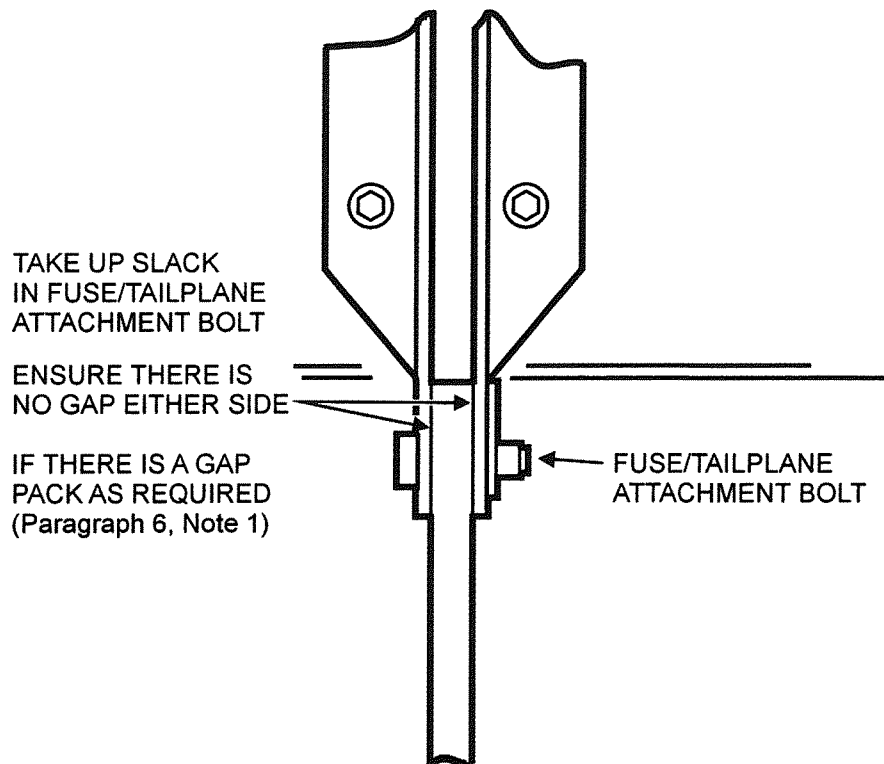
8. Annotate Log Book "SB 179 Issue 2 complied with".

For information or replacement parts, please contact SAL Spares Controller.



*(APPLICABLE TO THE T67A ONLY)

FIGURE 1



PORT ATTACHMENT SHOWN
STARBOARD SIMILAR

FIGURE 2