

SERVICE BULLETIN MIIII

SB No.

88

Issue No.

2

TITLE

RUDDER PEDAL TO MIXTURE LEVER POTENTIAL FOUL

CLASSIFICATION

This Service Bulletin has been classified as Mandatory by the CAA

COMPLIANCE

Inspect i.a.w. this SB within 50 flying hours

APPLICABILITY:

T67M260 and T67M260-T3A aircraft Pre Mod M687 standard.

INTRODUCTION:

A case has occurred whereby the pilots left hand pedal (No.3 position) has fouled the mixture lever and prop speed/mixture support bracket during ground operations.

ACTION

- 1. With mixture lever in fully rich position, adjust R.H. pilot's pedal fully aft. Then with neutral rudder applied apply full brake together with a left hand side force, sufficient to take up any free play, on the pedal side plate. Check pilots left hand pedal (pedal No.3) clearance with mixture lever. Refer to Fig. 1.
 - 1.1 If there is a positive foul then invoke Mod M687A and B.
 - 1.2 If clearance is within 3mm, then flights may continue with the inspection at Action 1 repeated at each 50 hour interval until Mod M687 A and B are available.
 - 1.2 If clearance of 3mm or more achieved then refer Action 3.
- 2. With R.H. pilots left pedal (Pedal No.3) adjusted fully forward, with left rudder applied, apply brake together with a left hand side force on the pedal. Check for clearance on mixture/prop speed cable support bracket, ref Fig. 2.
 - 2.1 If there is a positive foul then either i) invoke Mod M687A and B or ii) if Mod M687A and B is unavailable, remove material from bracket ref Fig. 2 to achieve a clearance of within 3mm. Change bracket when Mod M687A and B available.

ISSUED BY:

for and on behalf of SLINGSBY AVIATION LIMITED
Kirkbymoorside, York YO6, 6EZ, England

Tel. 01751 432474 Fax 01751 431173 Date 2.10.96,

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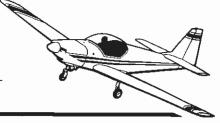
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- 2.2 If clearance is within 3mm, then flights may continue with the inspection at Action2 repeated at each 50 hour interval until Mod M687A and B available.
- 2.3 If clearance of 3mm or more achieved then refer Action 3.
- 3. When clearances are met annotate Log Book "SB 88 complied with".

Mod M687 Mod Kit and Bulletin can be obtained from SAL Product Support Department.

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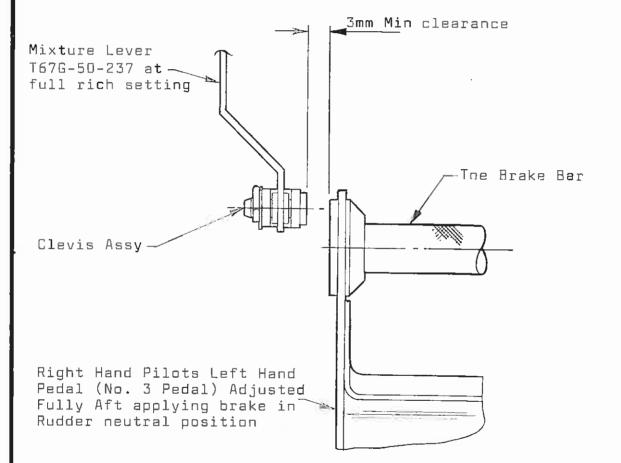
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Fig 1 View looking forward onto No. 3 Rudder Pedal

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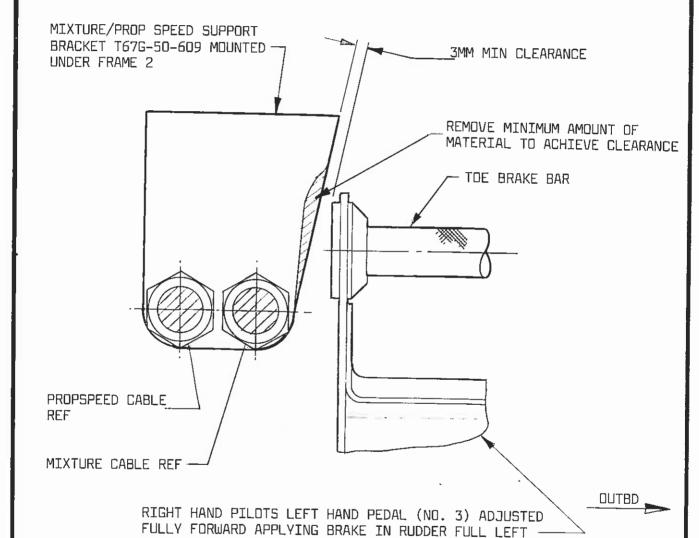


FIG 2 VIEW LOOKING FORWARD ONTO NO. 3 RUDDER PEDAL

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