**SERVICE BULLETIN**

SB No.

80

Issue No.

2

TITLE

INSPECTION OF TRIM CABLE PROTECTIVE SLEEVES

CLASSIFICATION

This Service Bulletin has been classified as Recommended
by SAL

COMPLIANCE

A. Within 50 flying hours

B. Within 5 flying hours if binding or rubbing present

APPLICABILITY:

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

INTRODUCTION:

A case has occurred where during certain flight conditions a slight rubbing or binding was felt on the elevator control.

On further investigation it was found that the trim cable protective outer sleeving (heatshrink) had worn through to the metal casing at the trim cables exit aft point, which is located under the port tailplane. When compared to the other aircraft in the fleet, the extra sleeving over this area was seen to be missing.

ACTION

1. Inspect trim cable at its aft exit, under tailplane, and at its forward exit, located in the fuselage behind Frame 5.
2. Inspect for existence of protective sleeve, refer Fig. 1 for positions.
 - i) If protective sleeve is fitted, check condition, replace as necessary.
 - ii) If protective sleeve is missing at either end, fit heatshrink in positions indicated. Ref. Fig. 1.
 - iii) If protective sleeve is positioned away from trim cables fairlead forward exit, then fit new sleeve at Dim 2380, Ref Fig. 1.

Note: Ideally the sleeves should be centrally mounted about exit points when the elevator is neutral.

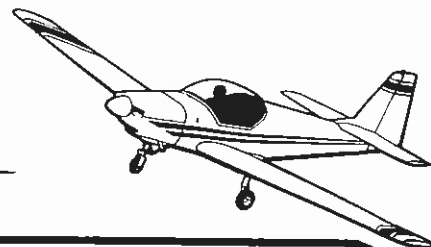
ISSUED BY:

for and on behalf of

SLINGSBY AVIATION LIMITED
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Date 15-1-97

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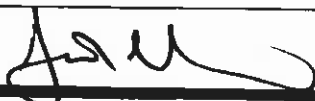
INSPECTION OF TRIM CABLE PROTECTIVE SLEEVES

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3. Annotate in logbook SB 80 complied with.

Heatshrink sleeve, SAL Stock Code 126-36-032, may be obtained from SAL Product Support Department.

Approved:



Date:

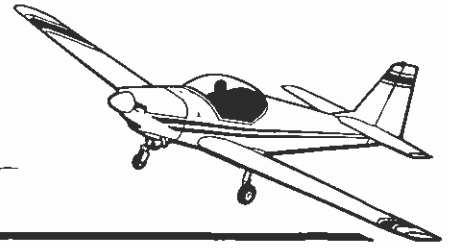
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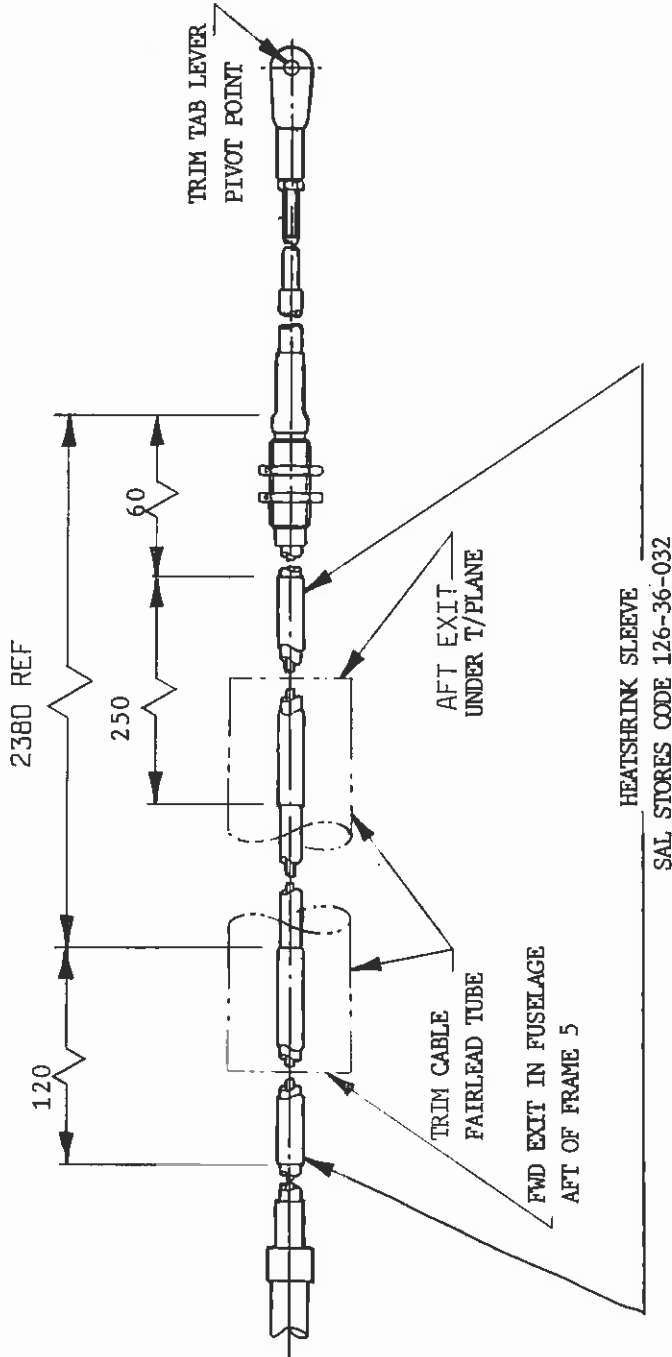


FIG 1
TRIM CABLE

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