**SERVICE BULLETIN**

SB No. 036

Issue No. 1

TITLE

INSPECTION OF NOSE UNDERCARRIAGE SLIDING LEG WELD

CLASSIFICATION

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

COMPLIANCE

Before the next flight and at subsequent 50-hour and 150-hour checks as detailed below, until Mod 425 is incorporated.

APPLICABILITY

All T67 aircraft, except as detailed in Action 1.1 below.

INTRODUCTION:

Several cases of cracking of the weldment at the lower end of the nose undercarriage sliding leg have been reported recently, and in 2 cases the welded joint has failed - see Fig. 1 for location.

ACTION:

1. Before the next flight, and after each 150 flying hours.

- 1.1 With reference to Fig. 1 examine the plate welded to the lower end of the inner, sliding, leg. If this plate is circular with 6 bolts securing the nose-wheel fork, then this S.B. does not apply.

In all other cases the weld joining the tubular leg to the rectangular (4-hole) plate is the suspect area.

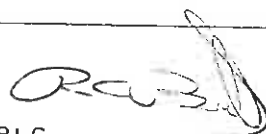
- 1.2 Remove all paint from the area of the weld.
1.3 Carry out a dye penetrant check of the weld area.

Note It is important that the whole area be thoroughly degreased to remove any hydraulic fluid before applying the dye and developer.

- 1.4 (a) If no cracks are found, re-protect with clear lacquer or equivalent and the aircraft may then continue to the next scheduled 50-hour check.

ISSUED
11 JUN 1990

ISSUED BY:

for and on behalf of **SLINGSBY AVIATION PLC**

Kirkbymoorside, York YO6 6EZ England Tel 0751 32474 Telex 57597

Date

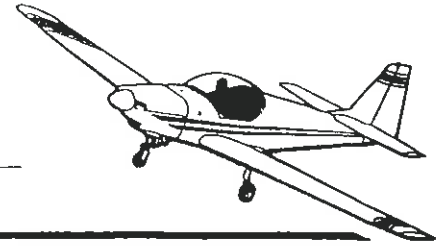
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(b) If any crack is found, the aircraft must not be flown until the component is either replaced, or repaired as in para. 3.

2. At each subsequent 50-hour check

2.1 Using a 10 x magnifying glass, after thoroughly cleaning the area, carry out a visual inspection in strong light of the weld area identified in 1.1 above.

2.2 If cracks are found, the requirements of 1.4 (b) apply.

3. Remove the inner leg from the undercarriage assembly in accordance with the appropriate T67 Maintenance Manual, Chapter 4.

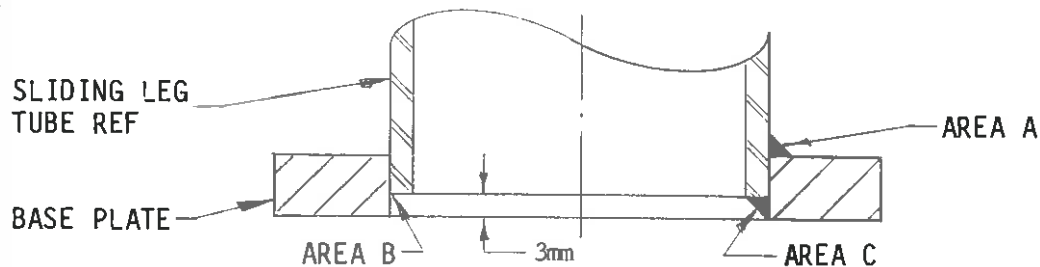


FIG. 2

3.1 With reference to Fig. 2, area A:

(a) grind away the weld metal in the area affected by the crack(s), and carry out further dye penetrant checks and further removal of metal as necessary until all traces of the crack are removed.

(b) Carry out a weld repair using argon arc (t.i.g.) to produce a fillet equivalent in area to at least the original weld.

The parent metal is the French Specification 15CDV6.

The weld filler rod recommended is Bostran 41, (BS 2901, Part 1, A32) supplies of which are available from Slingsby Aviation.

Approved:



Date:

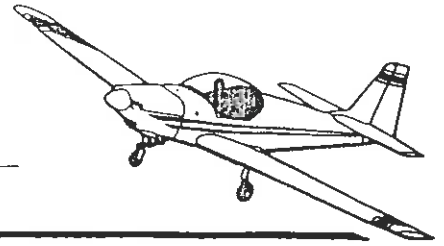
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3.2 With ref. to Fig. 2, area B, grind or machine away metal to produce a 90° angle between the bottom of the tube and the inner diameter of the base in the rectangular plate to a depth of 3mm.

Carry out a standard weld as shown in Area C, using argon arc welding and Bostran 41, see 3.1.(b) above.

3.3 Reassemble the nose undercarriage in accordance with appropriate T67 Maintenance Manual, Chapter 4.

Note: Inspections called up in this S.B. must continue on repaired legs until Mod 425 is incorporated.

3.3.1 If a leg which has been repaired is subsequently found to have cracked again, it may not be repaired a second time, but must be replaced or Mod 425 be incorporated.

4. REPORTING

Report any cracks which are found to Slingsby Aviation Ltd, attention Product Support Department Manager.

5. MODIFICATION ACTION

Slingsby Aviation are developing Modification 425 which, when available, will remove the requirements of this S.B.

A modification Bulletin will be sent to all recipients of this S.B. as soon as the Modification is available.

Approved:



Date:

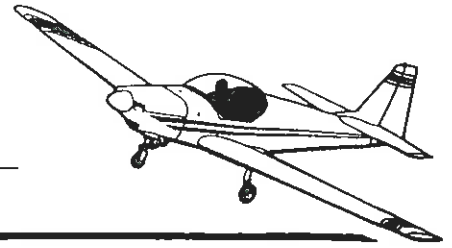
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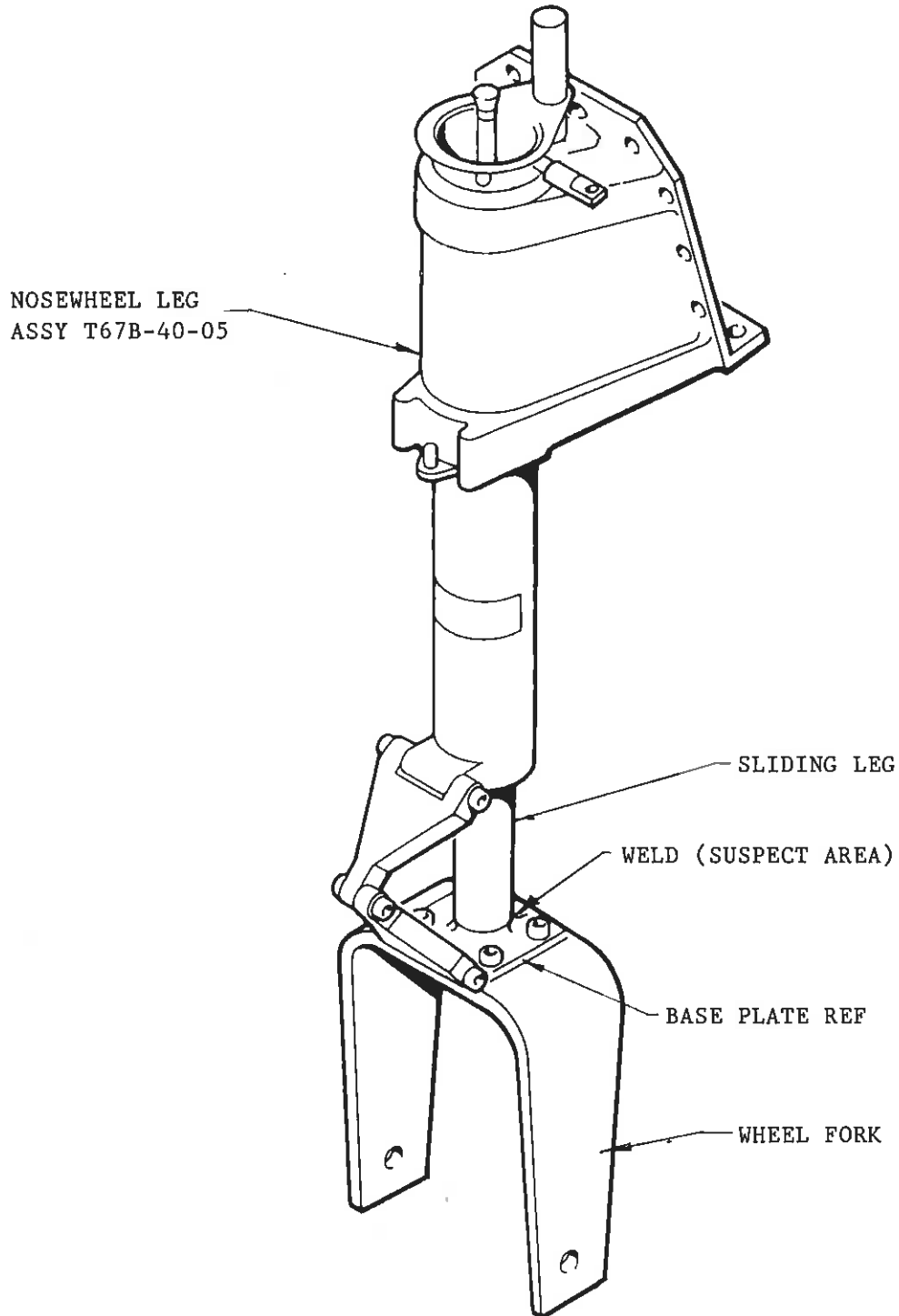


FIG 1

Approved:

R. Mellers *RMB*

Date:

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