

# Service Bulletin

S.B. No: **82**

**Title: INSPECTION OF WING WALKWAY AREAS**

**Compliance:** At next 150 (or 100 for US registered aircraft) flying hour check on receipt of this Service Bulletin and then repeat inspections at 150 (or 100 USA) flying hour intervals until Mod M827C is invoked embodied.

**Applicability:** T67B, T67C Series, T67M, T67M-MkII, T67M200, T67M260 and T67M260-T3A: prior to works number 2265. Not applicable Post Mod M827C repaired aircraft.

**This Service Bulletin is the subject of an Airworthiness Directive.**

**CHANGES INCORPORATED BY THIS ISSUE 4**

Issue 4 deletes incorrect paragraphs 2.ii. through to iv. (typographical). Ref Table 2 action matrix Action G added to Ref #2 and 4 and to action key.

**INTRODUCTION:**

Two cases have been reported of delamination in the skin and corrugations in the area of the wing walkway. Reference Figure 1.

Subsequent to Issue 2, cracking inboard of Rib 3 flanges has been reported.

**ACTION:**

1. At next 150 (or 100 for US registered aircraft) flying hour check, reference Figure 1:
  - i. Visually inspect wing walkway area by either viewing through flap drive access hole in undersurface of wing or through Rib 1 (seats out). Also press down over wing walkway area: there should be no signs of delamination on corrugation or "spongy" feel to walkway.
  - ii. Inspect for cracking in region of Rib 3, by pressing down slightly inboard of the rib and noting any relative movement of skin.
2. If the wing is not damaged, refer to Action Matrix Reference # 1.

Signature  Compiled	Signature  Design CVE	Signature  Slingsby Approval
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Date 15-12-06.	Date 15-12-06.	Date 15-12-06
SLINGSBY ADVANCED COMPOSITES LIMITED Kirkbymoorside, York. YO62 6EZ Tel: 01751 432474 Fax No: 01751 431173 E-mail: SAL5@Slingsby.co.uk		Page 1 of 5 Issue 4

3. If the wing walkway area is found to be suspect or has damage, remove wing walk tape and surface finish to ascertain degree of damage. Wing walkway tape is to be carefully removed by removing wing seal, lifting corner of wing walk tape and pulling back applying gentle heat at the base of the lifted tape. Ensure the heat source is not stationary at any one point.
4. If there is damage to the wing walk way skin or corrugation refer to Action Matrix References # 2 – 5 and 8 for action to be taken.
5. If there is damage/cracks at Rib 3 then refer to Action Matrix References 6 – 8 for action to be taken.  
If in doubt, contact SACL Customer Support Department.
6. Annotate logbook SB 82 complied with and inspection added to 150, (or USA 100) hour check and appropriate Modification embodied, i.e. Mod M669 Part B or C, or Mod M827 Part B or C, as applicable.
7. Incorporation of Mod M827C terminates the repetitive inspection requirement of this Service Bulletin.

The Modification Bulletin/s and the drawings T67F-03-003 and/or T67G-03-075 plus relevant materials (ref. T67 GRP Repair Manual) may be obtained from the SACL Customer Support Department.

MODIFICATON NUMBER	TITLE	IN BUILD or RETROSPECTIVE	APPLICABILITY
M669A	Introduction of strengthened wing walkway area (extra skin and corrugation cloth)	In build	Works No 2265 and subs (T67C, T67Mk II and T67M200)-in build.
M669B	Introduction of strengthened wing walkway area (extra skin and corrugation cloth)	Retrospective – Refer Drg. T67F-03-003	Works No. 2112 and as identified by SB 82 issues 1 and 2
M669C	Introduction of strengthened wing walkway area (extra skin cloth on top)	Retrospective – Refer Drg. T67F-03-003	Unknown. As identified by SB 82 issues 1 and 2
M669E	Introduction of strengthened wing walkway area (extra skin cloth on top under tape only)	Factory Retrospective	Unknown.
M827A	Introduction of increased size of corrugation panel no. 1 (takes corrugation panel onto Rib 3, also includes M669A)	In build	Works No. 2265 and subs.
M827B	Introduction of increased size of corrugation panel no. 1 (by addition of extended corrugation panel onto Rib 3 by repair between Ribs 2 & 3)	Retrospective – Refer Drg. T67G-03-075	Not yet applied
M827C	Introduction of increased size corrugation panel no. 1 (by addition of extended corrugation panel onto Rib 3 including extra cloth on corrugation panel & skin).	Retrospective – Refer Drg. T67G-03-075	Works No. 2236 and as identified by SB 82 issues 1 and 2

TABLE 1 MODIFICATION DEFINITION

REF #	AIRCRAFT & MOD STATE	T67B, C, M. MK-II, M200 Pre Mod M669A or B or C or E and Pre Mod M827A or C	T67M260-T3A & T67M260 Pre Mod M669A or B or C or E and Pre Mod M827A or C	T67B, C, M. MK-II, M200 Post Mod M669A or B or E and Pre Mod M827A & C	T67M260-T3A & T67M260 Post Mod M669A or B or E and Pre Mod M827A & C	T67B, C, M. MK-II, M200 Post Mod M669C and Pre Mod M827A or C	T67B, C, M. MK-II, M200 Post Mod M669A or B or E and Post Mod M827A & C	T67M260-T3A & T67M260 Post Mod M669A or B or E and Post Mod M827A or C
	DEFECT							
1	NO DAMAGE/CRACKS	A or C or E	A or E	A or E	A or D or E	A or E	No Action	No Action
2	CRACK IN CORRUGATION - less than or equal to - 6mm (¼") LONG	C or E or G	E or G	E or F or G	E or F or G	B or E or G	F	F
3	CRACK IN CORRUGATION - greater than - 6mm (¼") LONG	B or E	B or E	C or E	E or F	B or E	F	F
4	CRACK UNDER WALKWAY TAPE- less than or equal to - 6mm (¼") LONG	C or E or G	C or E or G	F or E or G	E or F or G	E or G	F	F
5	CRACK UNDER WALKWAY TAPE - greater than - 6mm (¼") LONG	B or E	B or E	F or E	E or F	E or F	F	F
6	ANY CRACKS AT POSITIONS REF. # 2/3 & 4/5	B or E	B or E	D	E or F	E	F	F
7	CRACK AT RIB 3	D or E	D or E	D or E	D	D or E	F	F
8	CRACK AT RIB 3, REF. # 7& AT POSITIONS, 2 &/OR 3 &/OR 4 &/OR 5	E	E	E	E	E	F	F

**TABLE 2 ACTION MATRIX**

**Action Key:**

- A Continue inspection at every 150 (or 100 for US registered aircraft) flying hour check until Mod M827C incorporated
- B Incorporate Mod M669B to both wings, continue inspections Key Ref. A for cracking at Rib 3, Drawing T67F-03-003 refers.
- C Incorporate Mod M669C to both wings, continue inspections Key Ref. A for cracking at Rib 3, Drawing T67F-03-003 refers.
- D Incorporate Mod M827B to both wings to remove repeat inspections, Drawing T67G-03-075 refers.
- E Incorporate Mod M827C to both wings to remove repeat inspections, Drawing T67G-03-075 refers.
- F Repair IAW T67 GRP Repair Manual latest edition, and inform Slingsby Advanced Composites Ltd.
- G Monitor crack at each 150 (or 100 for US registered aircraft) flying hour, check for crack propagation. If crack has grown in length then invoke: B, C, E or F as appropriate until Mod M827C incorporated.

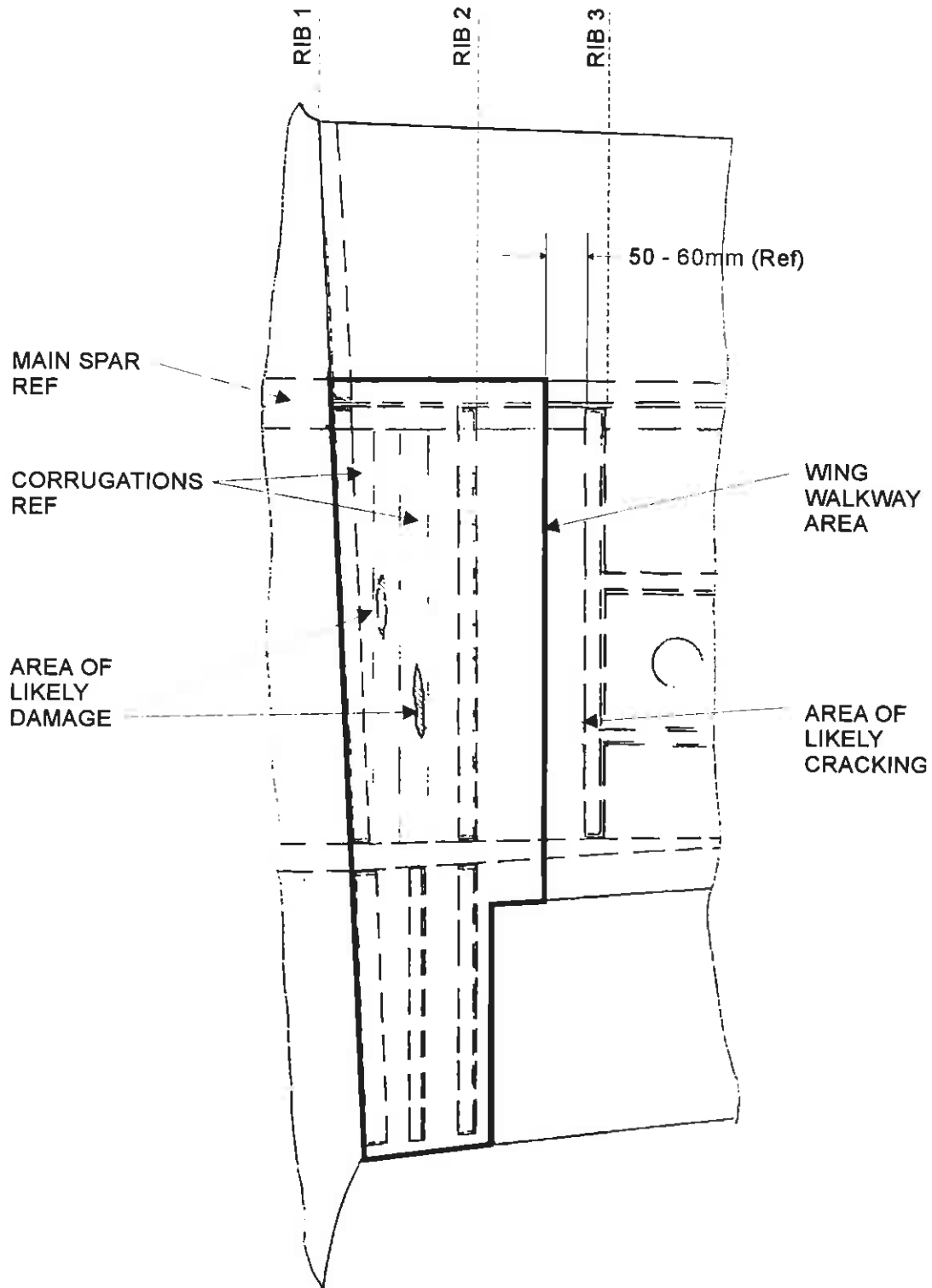


FIGURE 1 STBD (RH) DRN - PORT (LH) SIMILAR