

# SERVICE BULLETIN

SB No. 35 Issue No. 2

**TITLE**
**WING REAR SPAR INSPECTION T67A AIRCRAFT**
**CLASSIFICATION**

This Service Bulletin has been classified by SAL as Essential.

**COMPLIANCE**

Before next flight and as specified.

**THIS ISSUE 2 SUPERSEDES ISSUE 1.**
**APPLICABILITY:**

All T67A aircraft (wood aircraft).

**INTRODUCTION:**

During a repair to the starboard lower skin of a T67A, it was found that the rear spar booms in an area to the rear of the undercarriage were spongy. Further investigation revealed that the lower boom was affected outboard for approximately 2 metres. The type of damage is consistent with water ingress.

Additionally it was noticed that the fabric of the wing continued down the face of the rear spar. This prevents the rear spar from being fully visible for inspection and provides water traps.

**ACTION:**

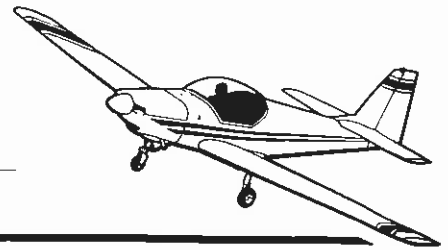
1. Remove port and starboard flaps.
2.
  - i) Clean and inspect all of rear spar and supporting structure in area of flaps for cracks in paint finish and defective structure. Ref. Fig. 1.
  - ii) If spar is covered in fabric, this fabric is to be carefully removed, to extent shown on Fig. 2, for inspection.
3.
  - i) If damage is found, inform SAL Product Support Department before further action.
  - ii) If in doubt, carefully remove paint and fabric as required.
    - a) If structure shows signs of damage or water ingress, inform SAL Product Support Department.
    - b) If no sign of damage or water ingress, replace fabric as required and restore finish.
  - iii) If no damage found, ensure fabric and paint finish is in good order. If not restore fabric and finish.

**ISSUED BY:**


Date 10-1-97

 for and on behalf of **SLINGSBY AVIATION LIMITED** Tel. 01751 432474  
 Kirkbymoorside, York YO6 6EZ, England Fax 01751 431173

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4. Check for cracking fore and aft about flap lever slot on wing undersurface and Inform SAL Product Support Department.
5. During service ensure flap spar area is kept free of mud and standing water.
6. Perform visual inspection for paint cracking at each 150 hour interval. If crack observed, then apply actions 1. and 3 II).
7. At each annual reapply this Service Bulletin ref Actions 2 I), 3 and 4.
8. Annotate in Airframe Log Book "SB 35 Issue 2 complied with".

## Note:

On compliance of actions 6 and 7 annotate logbook "SB35 Issue 2 complied with".

9. Ensure when applying that the fabric starts at t/edge as shown on Fig. 2. It is recommended during re-fabricing, this area is bonded first and cured, then fabric is pulled forward and bonded.

Approved:



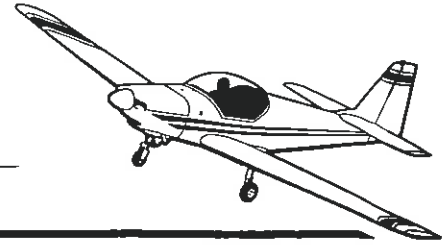
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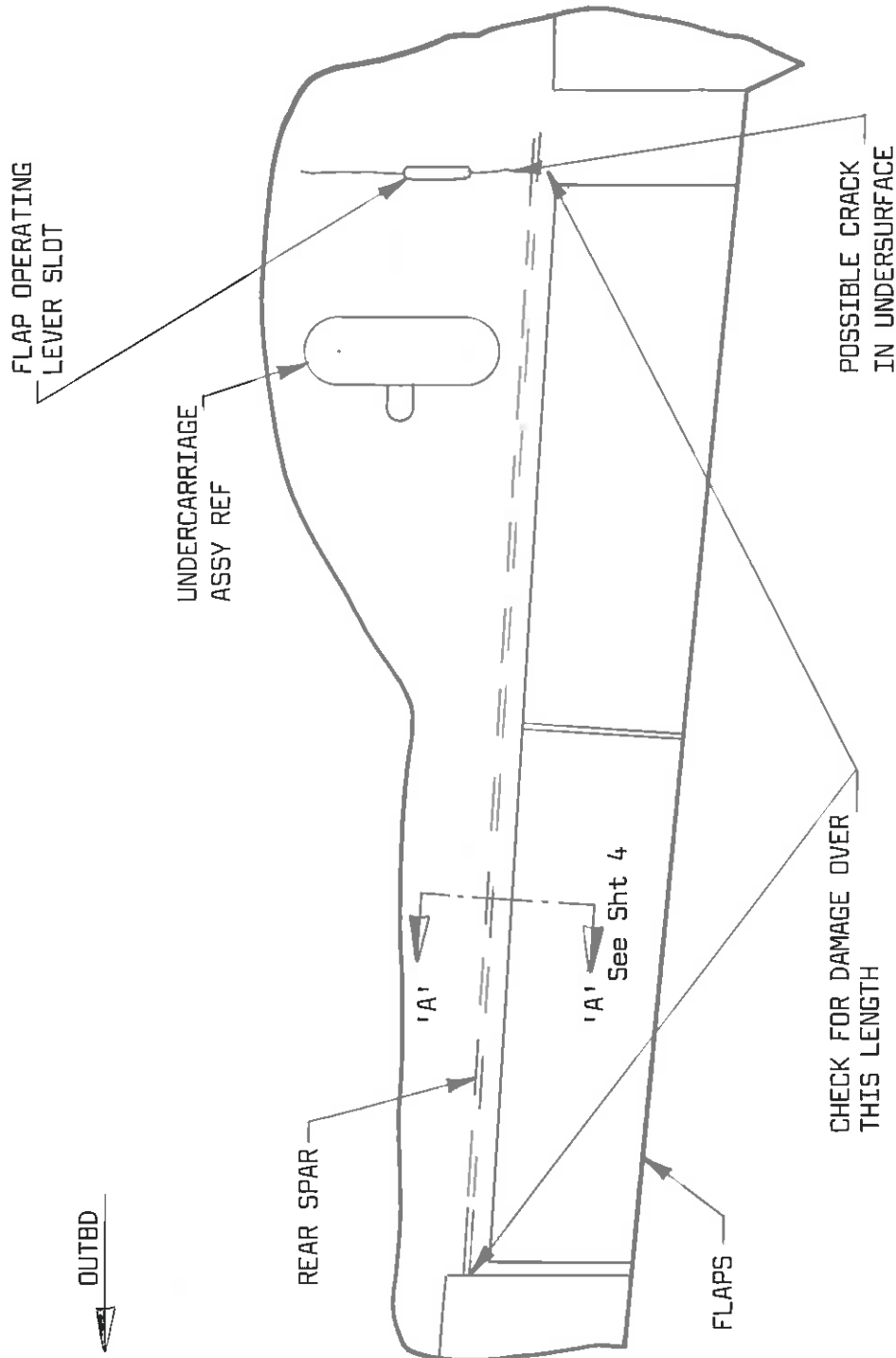


FIG 1  
VIEW ON UNDERSIDE OF STBD WING  
PORT SIMILAR

Approved:

*B. Miller*

Date:

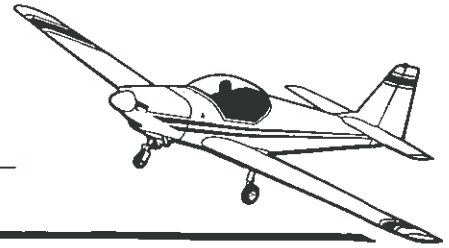
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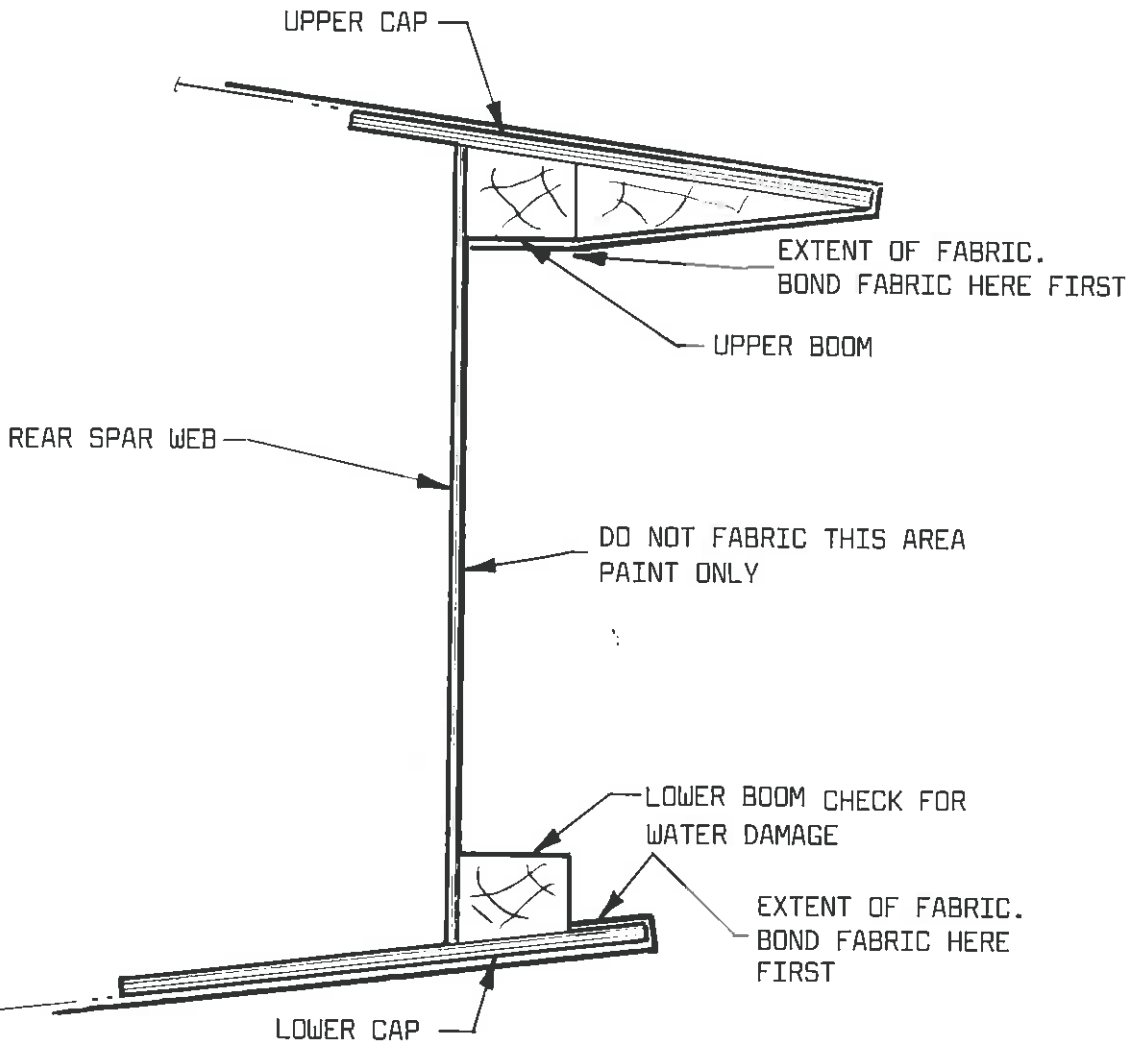
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FWD



SECTION A-A  
(ROTATED THRU' 90°)  
SHOWING SECTION THROUGH REAR SPAR

Approved:

*B. Miller*

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