**SERVICE BULLETIN**

SB No. 121 Issue No. 1

TITLE

INSPECTION OF SAB TYPE NOSE UNDERCARRIAGE LEG

CLASSIFICATION

This Service Bulletin has been classified by the CAA as Mandatory**COMPLIANCE** Inspect within the next 25 flying hours and at intervals not exceeding 150 flying hours.**This Service Bulletin supersedes SB 36 Issue 1.****APPLICABILITY:**

Pre Mod M425 and Pre Mod M468 aircraft ie SAB type undercarriaged T67A, T67B, T67C Series, T67M, T67M-MkII and T67M200.

INTRODUCTION:

This Service Bulletin is applicable to SAB noseleg irrespective of its Mod state and not to Fairey Hydraulic undercarriaged aircraft, ie Post Mod M468. Fairey Hydraulic undercarriages identified by manufacturer's plaque on top leading edge of leg.

A recent case has occurred of a nosewheel fork assembly breaking away from the base of the tubular sliding portion of the nosewheel leg.

The failure was the result of a crack in the fork mounting boss to the tubular sliding portion weld, which had progressed over a period of time.

ACTION:

1. It is highly recommended that an initial visual inspection of the visible welded joint, ref Fig. 1, should be carried out as soon as possible and continues daily until dye penetrant inspection is performed. This visual inspection does not require the paint to be removed. If there is a crack visible, then immediately proceed as per paragraph 2 below. Otherwise carry out full dye penetrant inspection within 25 flying hours, ref paragraph 2 below.
2. With reference to paragraph 1 above, inspect the boss for cracking using dye penetrant, as detailed below.
3.
 - i. For Pre Mod M425 aircraft, ref Fig. 1a, remove fork assembly.
 - ii. For Post Mod M425/Pre Mod M468 aircraft, ref Fig. 1b, there is no requirement to remove the fork assembly for the inspection.

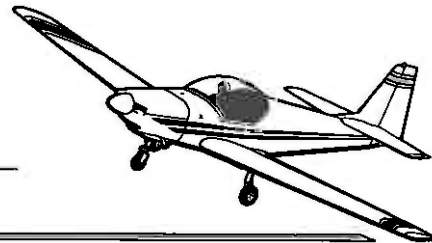
ISSUED BY:



Date 17-3-97

for and on behalf of **SLINGSBY AVIATION LIMITED**
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4. Remove all paint from the area of the weld/s by using a non-acidic paint stripper. Using a lint free cloth, clean residue away with a solvent, eg spirit wipe. Ensure that all areas to be checked are thoroughly degreased to remove any hydraulic fluid before applying dye penetrant.
5. Inspect as follows:
 - 5.1 Perform dye penetrant check, Ardrox (or equivalent), on the weld/s, in accordance with product manufacturers' instructions.
 - 5.2 If crack/s are found, then the strut must be replaced before further flight. Details must be passed to SAL Product Support Department.
 - i. Note configuration/mod of nose undercarriage strut (eg 6 hole or 4 hole etc) and ensure replacement is of equivalent mod state.
 - ii. Repaired replacement struts are indicated by a mark '/R' on the top side of the boss flange. Ref. Fig. 1a and 1b.
 - iii. The alternative to repairing the strut is fitting a new undercarriage, contact SAL Product Support Department.
 - 5.3 If no cracks found, re-protect with a clear urethane or nitrocellulose type lacquer.
6. With reference to paragraph 5.3, at intervals not exceeding 150 flying hours, re-apply paragraphs 2 (as applicable), 4, and 5 checking for cracks and invoking paragraphs 5.2 or 5.3 as applicable.
7. After each inspection interval annotate log book "SB 121 complied with".
8. On fitting replacement, ref 5.2 ii. or 5.2 iii., normal inspection intervals to prevail. Log book to be annotated "SB121 complied with: Replacement strut identified /R fitted" or "SB121 complied with: Mod M468 or M791 inc".

Note on Pre Mod M425 aircraft paragraphs 6 and 7 to apply until Post Mod M425 strut or replacement undercarriage Mods M468/M791 are incorporated.

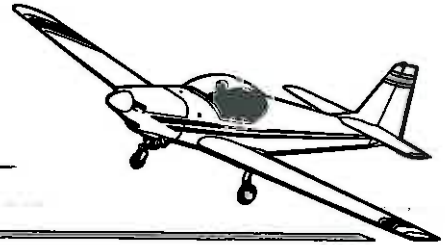
For approved repair scheme or replacement inner strut or Fairey Hydraulics undercarriage replacement Modifications, ie Nose and Main undercarriages Mod M468 or nose undercarriage only Mod M791 contact SAL Product Support Department.

Approved:



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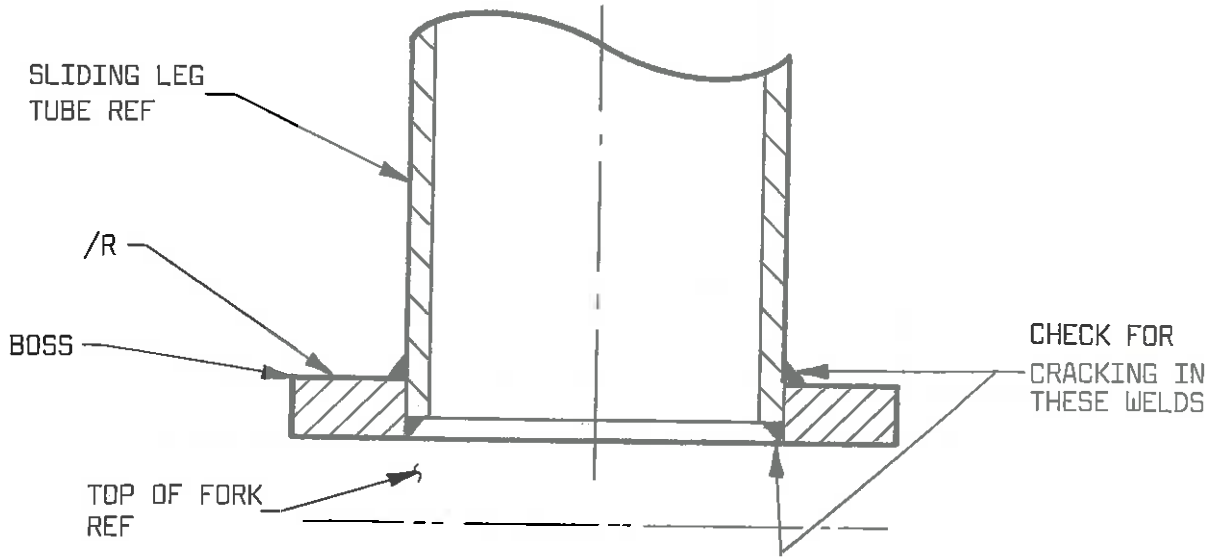


FIG 1a
PRE MOD M425

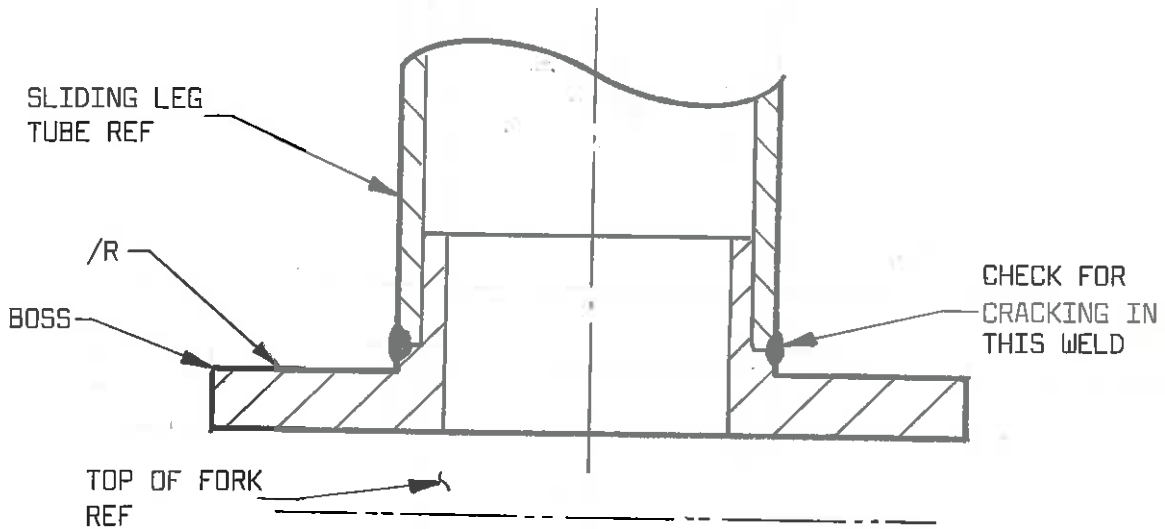


FIG 1b
POST MOD M425 PRE MOD M468

FIG 1
LOCATION OF SUSPECT WELD AT BASE OF NOSE U/C
SLIDING LEG

Approved: *B. Meller*

Date: 17-3-97

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