

SERVICE BULLETIN

SB No. 035

Issue No. 1

TITLE WING REAR SPAR

CLASSIFICATION Additional Maintenance Information

COMPLIANCE At the next annual inspection and each annual inspection thereafter, and after a heavy landing.

APPLICABILITY

All T67A aircraft (Wood Aircraft).

INTRODUCTION:

A case has occurred recently of a crack having been found in the rear spar of the port wing adjacent to the main undercarriage leg.

A crack in the rear spar web had previously been repaired by a plywood patch on each face. Subsequently, the plywood patches had cracked and a crack in the rear spar lower boom also identified. The crack in the boom was not of new appearance and may possibly have been missed at the original web repair stage. There was clear evidence of water ingress through the damaged structure, which is in a direct line with the undercarriage wheel.

Heavy landings are the most likely cause of such damage.

ACTION:

With the port and starboard wing flaps removed:



Inspect the aft face of the rear spar assembly for cracking and flaking of the paint finish which could allow water ingress.

In the event of paint damage being found refinish the rear spar surfaces in accordance with standard procedures.

In the event of cracks being found in the rear spar web or boom structure, inform Slingsby Aviation Ltd of the exact details and await further instructions.

Note: This information will be superseded by an entry in the T67A Maintenance Manual in due course.

ISSUED
 26 JUN 1990

ISSUED BY:



 Date 25th June 1990

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