

# SERVICE BULLETIN

SB No. 126 Issue No. 1

**TITLE INSPECTION OF PORT RUDDER BAR FOR CHAFING**
**CLASSIFICATION**

This Service Bulletin has been classified by SAL as Essential

**COMPLIANCE**

Within next 150 flying hours

**APPLICABILITY:**

T67B, T67C Series, T67M, T67M-MkII, T67M200, T67M260 and T67M260-T3A

**INTRODUCTION**

A case has been reported of the hot air control cable fouling and damaging the rudder crossbar due to poor routing.

This SB requires a one time inspection and rectification of the rudder bar and hot air cable routing.

**ACTION:**

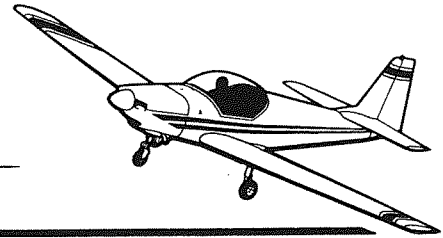
1. Inspect, using a strong light and a mirror, the lower (port) rudder bar above hot air control cable for signs of chafing.
2. If no chafing has occurred, ensure cable routing conforms to Fig. 1.
3. Should the rudder bar T67M-45-257 be damaged, ie paint removed or grooved to a depth of less than 0.1mm, the rudder bar should be deemed serviceable, repaint damage. A new cable should be fitted according to Fig. 1. Hot air cable Pt No. T67B-74-217 Pre Mod M234, T67B-74-225 Post Mod M234 applicable T67B, T67C Series, T67M, T67M-MkII and T67M200; T67G-74-205 T67M260 and T67M260-T3A aircraft.
4. If rudder bar T67M-45-257 is grooved to a greater depth than 0.1mm, strip down rudder bar assembly and return rudder bar to manufacturer for repair, fit replacement rudder bar. Hot air control cable should be replaced and fitted according to Fig. 1.

ISSUED BY:

Date 27 Sep. 97.

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

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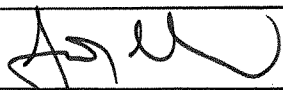
TITLE

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5. Annotate Logbook "SB 126" complied with".
6. Report findings, cross referenced with aircraft serial number, to Slingsby Aviation.
7. Contact SAL Product Support Department for replacement Rudder Bar T67M-45-257 and hot air cable T67B-74-217 or T67B-74-225 or T67G-74-205 as applicable.

Approved:



Date:

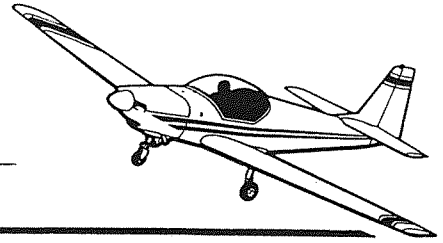
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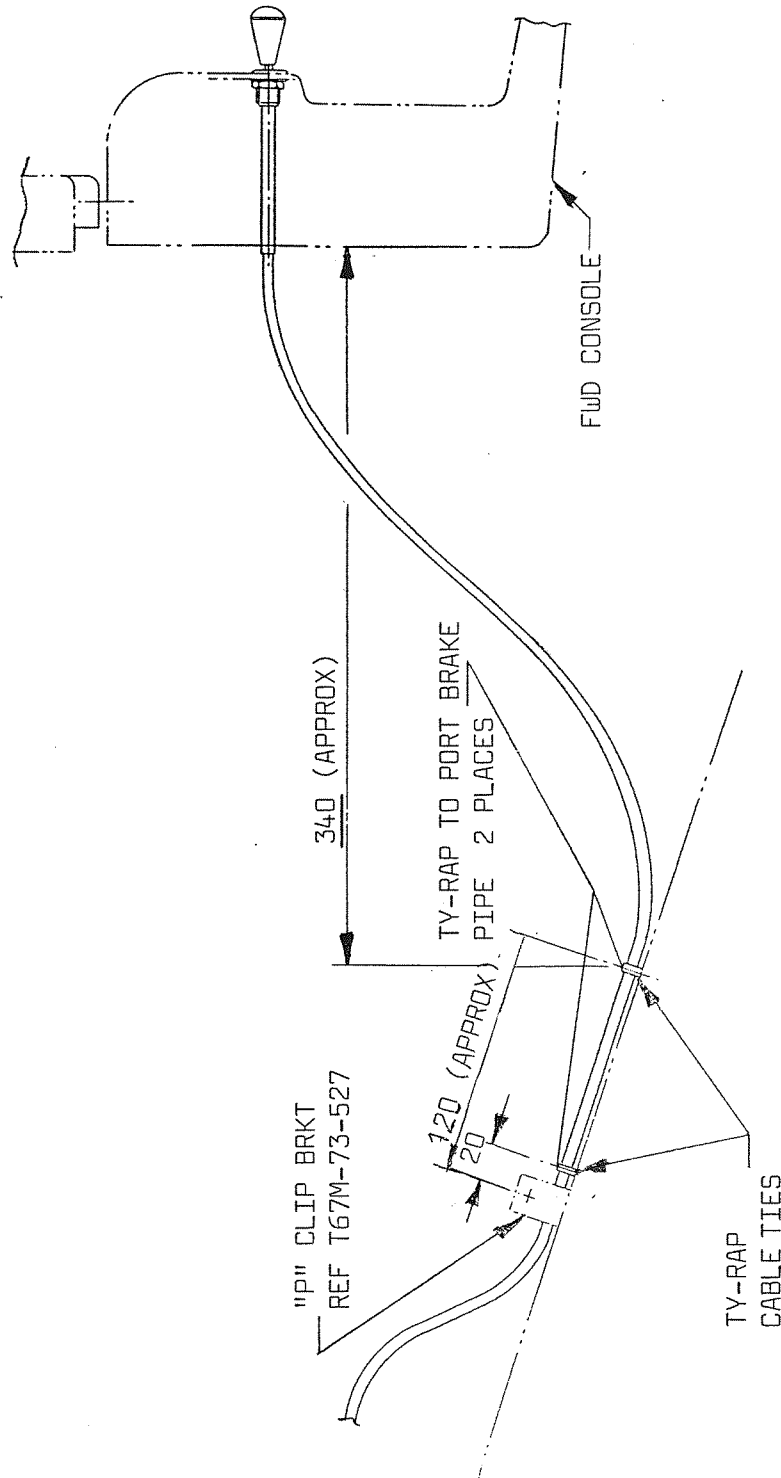


FIG 1  
CORRECT CABLE ROUTING AND TYING

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Date:

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