

SERVICE BULLETIN

SB No. 105 Issue No. 1

TITLE
INSPECTION OF CONTROL SURFACES FOR RUBBING MARKS
CLASSIFICATION

This Service Bulletin has been classified by SAL as Recommended

COMPLIANCE

If rubbing between control surfaces & shroud occurs

APPLICABILITY:

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

INTRODUCTION:

Cases have been reported of control surfaces rubbing the shrouds of the fixed flying surfaces. The rubbing is mostly likely to occur when high g manoeuvres are undertaken in hot climatic conditions.

ACTION:

1. Check for rubbing marks on aileron, flap and elevator leading edges.
2. If there is evidence of rubbing between shroud and control surface then the gap may be increased by abrading relevant control surface shroud, ref. Fig. 1.

The shroud to control surface gap increase is to be kept to a minimum. Maximum allowable gap is to be 6mm. Gap along its length not to vary by more than 2mm. Gap to be measured when control surface is in the neutral position.

3. Finally restore shroud edge finish and repair any control surface damage, especially to fabric control surfaces.
4. On completion of rectification work annotate aircraft log book "SB 105 complied with".

If required, for further assistance on paint and fabric type, contact SAL Product Support Department.

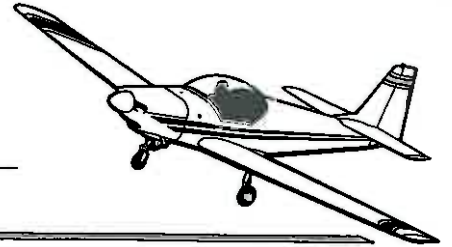
ISSUED BY:


Date 10-1-97

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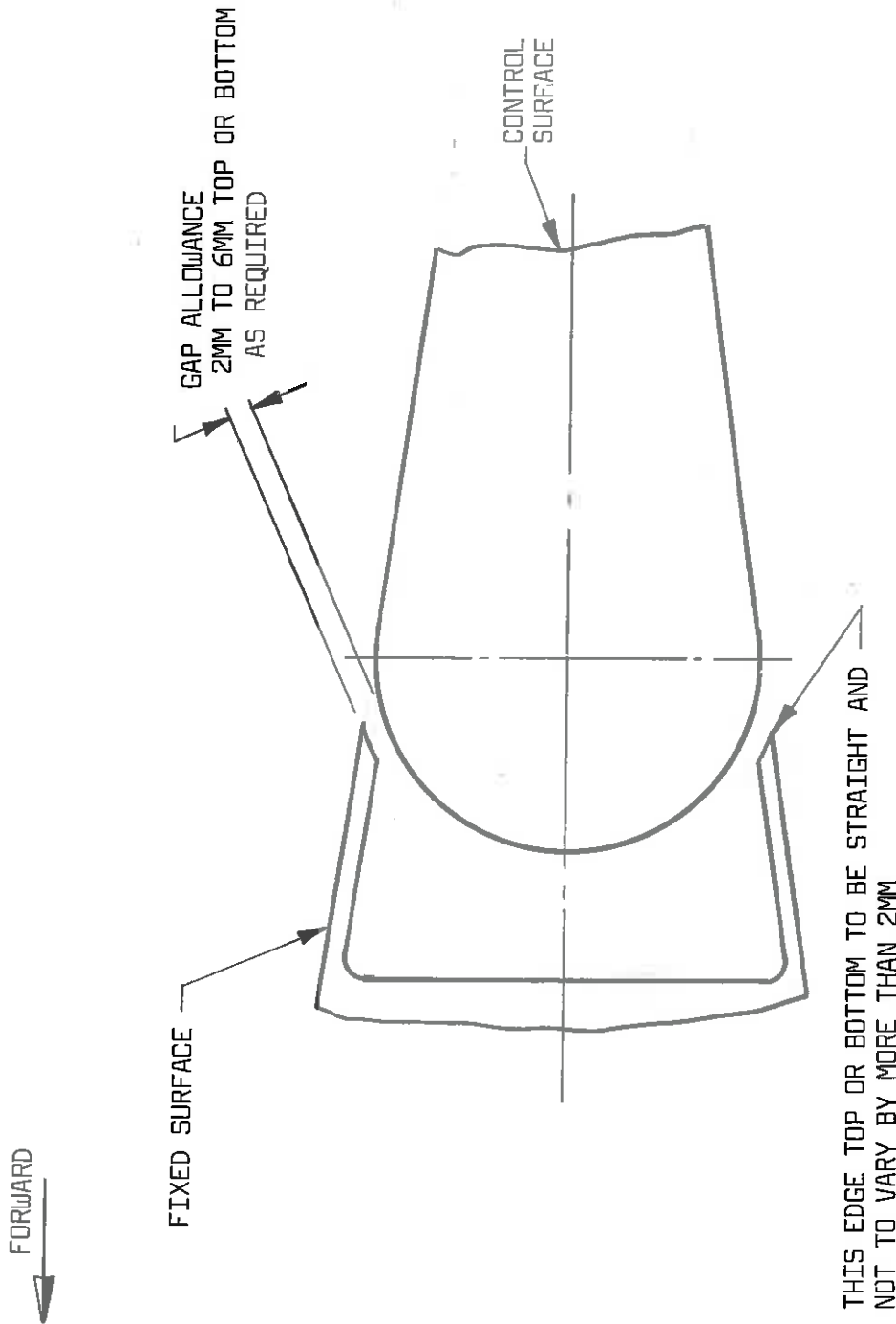


FIG 1
SECTION BASED ON ELEVATOR
FLAP ANDAILERON SIMILAR

Approved:

B. Miller

Date: 10-1-97

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