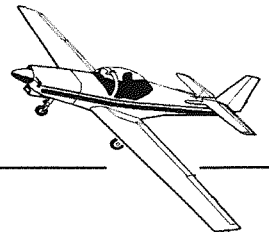
SLINGSBY AVIATION



Service Bulletin

S.B. No: **157**

Title: **FIVE YEAR FUEL TANK INSPECTION**

Classification: This Service Bulletin has been classified by SAL as Essential

Compliance: At next annual and subsequently every 5 years

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

Issue 3: New paragraph 7 added. Following paragraphs re-numbered accordingly. Figures 1a and 1b added.

INTRODUCTION:

This Service Bulletin introduces an interior inspection of the integral fuselage tank or wing tanks at five year intervals.

Note:

Not all items are applicable to fuselage tanked or wing tanked aircraft. Refer to relevant aircraft's IPC where applicable.

ACTION:

1. Perform the following inspections to the fuel tank/tanks after gaining access in accordance with the relevant aircraft's Maintenance Manual.

2. Inspect internal tank for general condition of tank, loose/peeling sealant, rubber seals on upper/lower flapper valves for deterioration, flop tubes for hose clip tightness, correct location of flop tube spring, no distortion to spring, flexibility of Tygon tube and there is no damage to the flop tube. Avoid removing flop tubes.

3. Inspect for accumulation of sediment especially at drain valves and rib areas. Remove sediment.

4. Ensure correct operation of non-return valve/filter assembly, fuel drain, fuel level sender and flapper valves.

5. This particular inspection is not applicable to fuselage tanked aircraft, Post Mod M516 aircraft, T67M260 or T67M260-T3A.

   Ensure wing drain valve is securely fastened into its retaining nut and that retaining nut itself is securely bonded to wing.

Approved by: For and on behalf of SLINGSBY AVIATION LIMITED	Date: 19th March 01	Issue 3
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Should nut not be bonded to wing, remove drain valve, clean retaining nut and skin surface. Bond nut to wing using Ciba Geigy XD4473 adhesive. Ensure there is no adhesive blocking nut castellations or threads. Replace drain valve by using Loctite 242 (not required if nylon locking strip evident). Ensure Loctite does not contaminate drain mechanism. Torque valve to 50 lb in (5.65 Nm). Re-seal tank surface as required i.a.w. Maintenance Manual. It is recommended that these drains are not removed from these types of aircraft for the de-fuelling process

6. Ensure filters, vent lines and fuel lines are clean and unobstructed.

7. Wing Tank Aircraft:

   Ensure vent line hose clips are correctly positioned Ref Figures 1a and 1b. If vent line cannot meet dimensions at both ends, then replace vent line with new tube (SAL Stores Code 126-36-054).

8. Ensure all rib holes are clean and unobstructed, including holes in collector panels.

9. If applicable, ensure correct operation of fuel low level sensor/warning light.

10. Check for fungicidal attack throughout fuel tank assembly.

11. Rectify any faults found.

12. Prior to re-assembly ensure tank is free from contamination.

13. Reassemble fuel tank internal components and access panels. Ensure relevant items are sealed i.a.w. Maintenance Manual.

14. After sealant has cured, pressure test tank/s i.a.w. Maintenance Manual.

15. Annotate Log Book "SB 157 complied with".

16. Repeat paragraphs 1 to 13 every 5 years.

Five year timetable to be included in Maintenance Schedules at next amendment.

For any assistance required, please contact SAL Customer Support Department.

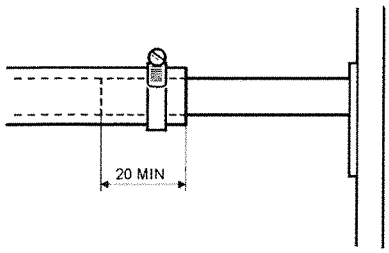

FIGURE 1a PRE MOD M500/M554

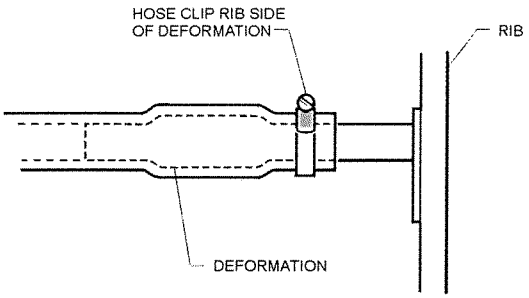

FIGURE 1b POST MOD M500/M554