

SERVICE BULLETIN

SB No. 133 Issue No. 1

TITLE INSPECTION OF FLAP LEVER PIVOT ATTACHING POINT FOR CRACKING

CLASSIFICATION

This Service Bulletin has been classified by SAL as Essential

COMPLIANCE

Inspection within 150 flying hours

APPLICABILITY:

T67A, T67B, T67C Series, T67M, T67M-MkII, T67M200, T67M260 and T67M260-T3A.

INTRODUCTION

Cases have been reported of cracking in the brazed joints above and below the lever pivot point.

This SB requires an inspection to be carried out on the flap lever pivot boss.

ACTION:

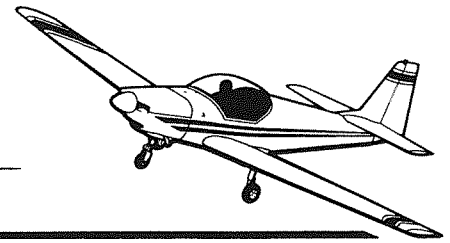
1. Gain access to the flap lever pivot boss.
2. Establish whether flap lever is brazed or welded. If in doubt, remove paint from joint. Welded joint will be the natural metal colour. If welded joint identified, restore finish. Annotate Log Book, "SB 133 complied with". If brazed joint identified, continue as para 3 below.
3. Inspect, using strong light and mirror, all brazing between lever and pivot boss, above and below pivot.
 - i. If no cracking present, certify item as serviceable. Annotate aircraft log book, "Service Bulletin No.133 complied with". Re-inspect at 150 (100 U.S.) flying hours.
 - ii. If brazed joint is found to be cracked, remove flap lever assembly, strip down flap lever completely and replace lever with Part No.T67B-45-262.

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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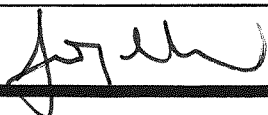
INSPECTION OF FLAP LEVER PIVOT ATTACHING POINT FOR CRACKING

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4. Return any cracked levers to manufacturer for repair.
5. Report findings, cross referenced to aircraft serial number to Slingsby Aviation.
6. Annotate aircraft Logbook "SB 133 complied with".

Contact SAL Product Support Department for further information and replacement lever T67B-45-262.

Approved:



Date:

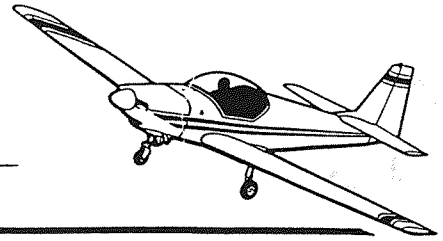
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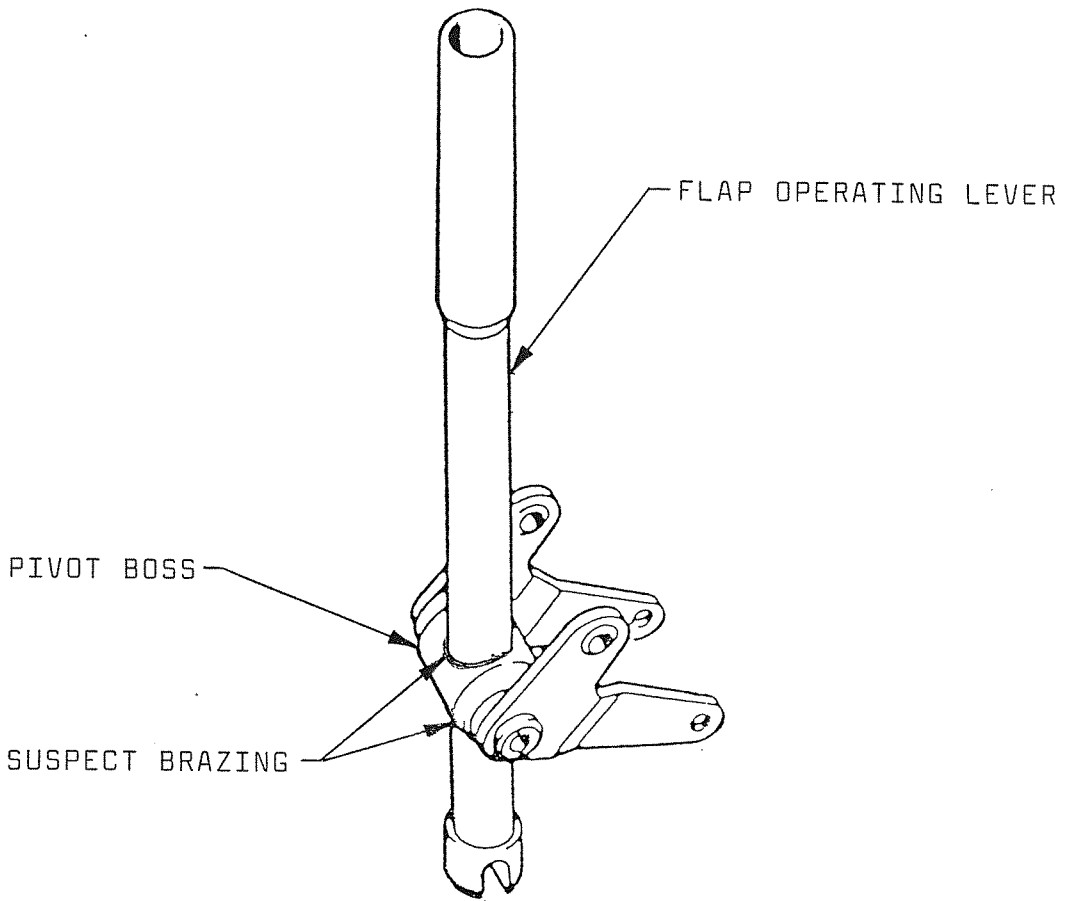
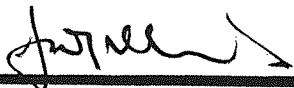


FIGURE 1 FLAP OPERATING HANDLE
(ITEMS DELETED FOR CLARITY)

Approved:



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