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## Information Bulletin

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I.B. No: 025

**Aircraft Type:** Post Mod M129 T67C, T67M, T67M-MkII, T67M200, T67M260 and T67M260-T3A

**Title:** CANOPY LATCH SET-UP AND OPERATION

This information bulletin has been issued in order to help clarify the importance of adherence to existing procedures laid down in the applicable manuals and service bulletins in relation to correct canopy latch set-up and operation by ground and air crew alike.

**THIS INFORMATION BULLETIN SHOULD BE MADE AVAILABLE TO GROUND AND AIR CREW ALIKE.**

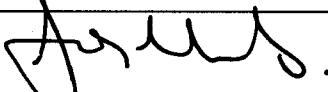
If the latch pin assembly on the fixed forward canopy is not fully free to rotate then the pilot latching loads may be higher than normal due to one or both latching hook toes sticking on the latch pin. In this case the latch handle loads may be consistent with a properly closed and locked canopy before the handle has reached its fully closed and locked position. In this case the hooks may not have fully engaged around the latch pin and the pilot may mistakenly believe the canopy latch is in the fully closed and locked position, when in fact it isn't. In this situation the latch handle may not have moved far enough upwards to ensure the canopy latch mechanism is over-centre.

**However, correctly positioned placard lines will indicate that the canopy is not correctly closed and locked.**

The ability of the latch pin to rotate might be compromised by the outside of its cover being squeezed inwards by the mating cover on the moveable canopy and thus causing restriction of movement due to the split pins on the latch pin assembly fouling the inside of the latch cover.

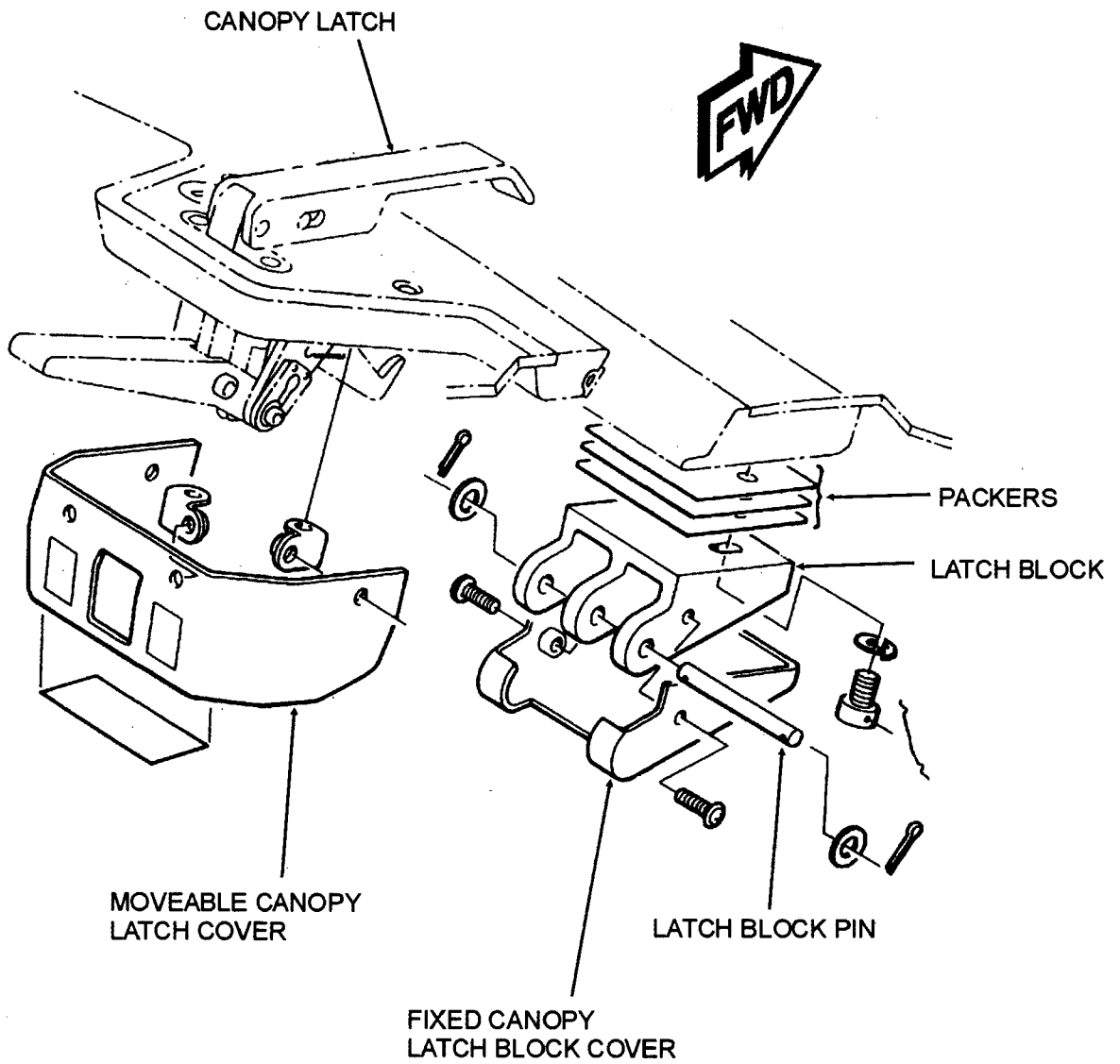
The overall problem could be compounded further if the placard lines are inaccurately located. The position of the handle in relation to the placard white line could suggest that the canopy is correctly closed and locked when in fact it is not, and vice versa.

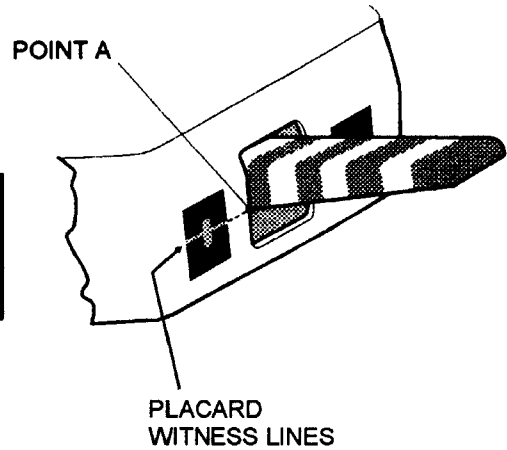
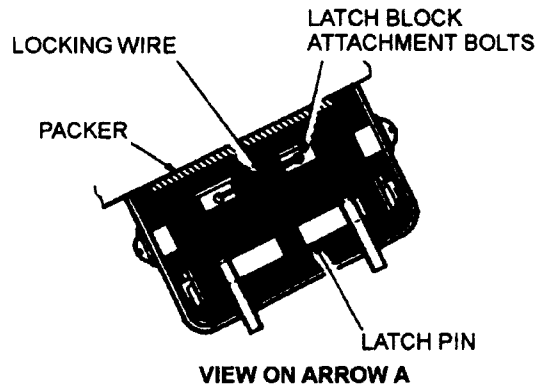
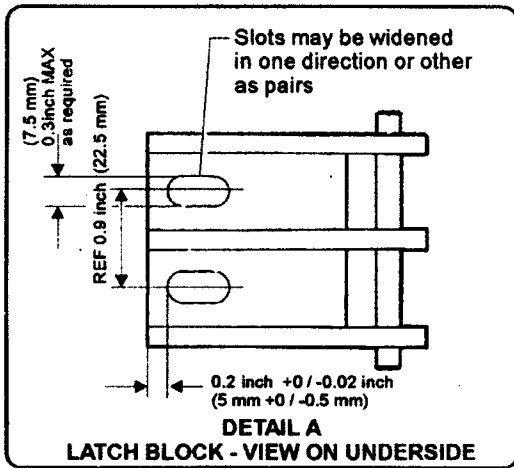
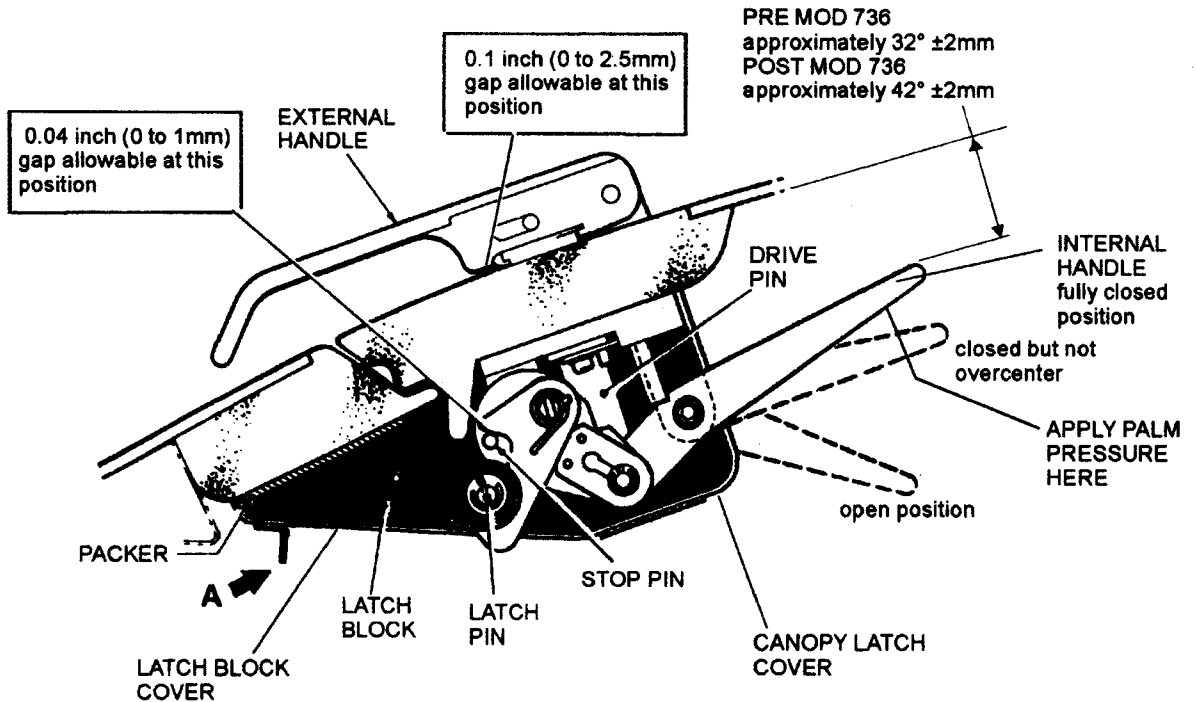
If the aircraft canopy latch assemblies are set up correctly and the placard lines are in the wrong position pilot's could be given a false sense of security. It might be possible that successfully flying an aircraft set-up in this way could lead to a canopy being flown which has not been properly closed and locked and where the placard lines are indicating an incorrectly closed and locked canopy.

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**SUMMARISING:**

- 1. It is important that sufficient clearance is maintained between the two latch assembly covers so that the latch pins are free to rotate.**
- 2. The latch pin assembly and canopy latch mechanism must be lubricated in accordance with the MM to ensure free and full movement at all times.**
- 3. The placard lines which are used to indicate a correctly closed and locked canopy in accordance with the latest issue of SB 68 and/or the MM must be installed accurately.**
- 4. If canopies or the placard covers have been moved from one aircraft to another or the latch hooks are changed or wear has occurred in the mechanism or anything else has happened which might affect the accuracy of the placard lines then the placard positions should be adjusted accordingly.**
- 5. If the placard lines do not indicate the latch handle to be in the correct position then the aircraft should not be flown until the latch assembly set-up and placard lines have been checked.**





**NOTE**  
 When latch is properly closed the line on the label will line up with POINT A.