

Service Bulletin

S.B. No: 175

Title: INSPECTION OF CONTROL COLUMN HOUSING BRAZING

Classification: This Service Bulletin has been classified by the CAA as Mandatory

Compliance: One time inspection at next 50-hour maintenance

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

INTRODUCTION:

Cases have been reported of cracking in the area of the joint between the bearing housing and the vertical tube into which the control sits.

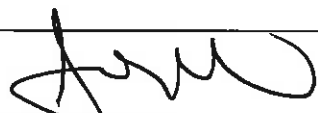
On inspecting the individual housings, one crack was found in the brazed joint and another crack was found in the vertical tube itself. The latter crack had occurred during sub-contractor manufacture and had been brazed over.

ACTION:

1. Check master switch, ignition switch and fuel are OFF. Disconnect external power and hangar aircraft if required.
2. Gain access either through gaiter or remove access panel.
3. Visually inspect for cracking as indicated by Figure 1 page 2.
4. If cracking found remove item and replace with new item T67B-45-217.
5. If no cracking present but if unsure, or poor brazing is suspected then:
 - a. Remove control column and visually check for braze penetration.
 - b. Remove paint locally and perform NDT (dye penetrant) crack test.
6. If either 5a. and/or b. are unsatisfactory, then replace with new T67B-45-217 item. If satisfied re-protect bare metal and re-assemble.
7. Annotate logbook "SB 175 complied with" and finally at fitting of new item "SB 175 complied with new item fitted."

For further information or replacement parts please contact SAL Customer Support Department.

ISSUED

Approved by:  For and on behalf of SLINGSBY AVIATION LIMITED	11 JULY 2002	Date: 11 July 02 Issue 1
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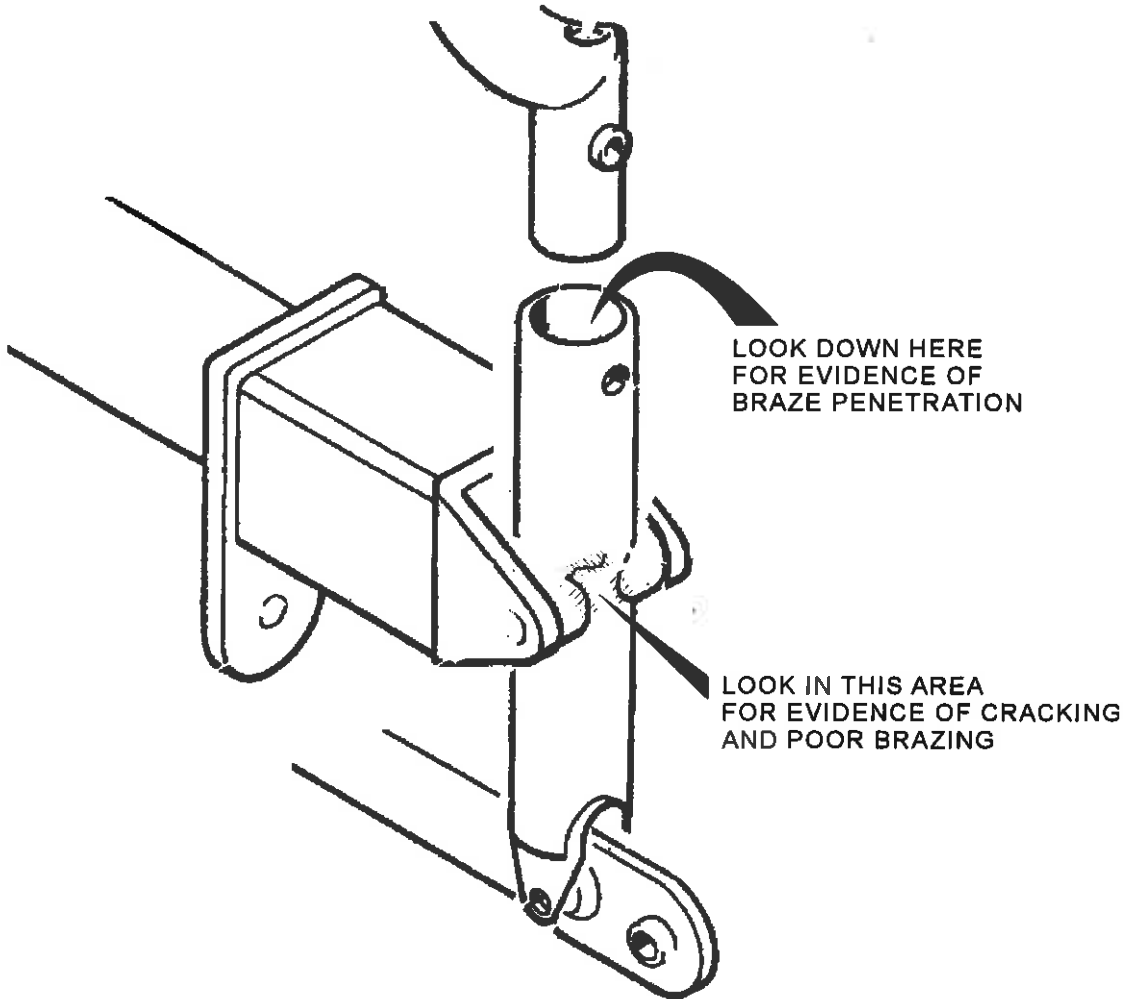


FIGURE 1