



SERVICE BULLETIN

SB No. 57 Issue No. 1

TITLE
INSPECTION OF REAR CANOPY SLIDE RAIL ASSEMBLY
CLASSIFICATION

Compliance with this Service Bulletin is highly recommended by Slingsby Aviation

COMPLIANCE

At next 50 hour check.

APPLICABILITY:

T67C Split Screen, T67M-MkII, T67M200 and T67M260-T3A Series.

INTRODUCTION:

An incident has occurred whereby the rear canopy rail has been overloaded giving rise to cracking in the GRP around the fore and aft areas of the canopy rail. The canopy latch may not have been set up in accordance with Maintenance Manual procedures.

ACTION:

With the canopy in the closed position inspect the fuselage for signs of cracking in the paint finish and movement of the canopy rail. Inspect inside the fuselage for signs of the rail attachment rivets pulling through the GRP skin.

If any structural damage is found Mod M588B should be embodied. Compliance with this S.B. is not necessary after embodiment of Mod M588A or C.

Operators are reminded that engine running and taxiing with the canopy open or opening the canopy while the engine is running can lead to damage to the canopy rail structure as described above.

ISSUED
- 2 DEC 1994

ISSUED BY:

 Date 15th Dec. 1994

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