**SERVICE BULLETIN**

SB No. 43 Issue No. 2

**TITLE****ENGINE SETTINGS TO ALLEVIATE ENGINE STOP IN SPIN****CLASSIFICATION**

This Service Bulletin has been classified as Mandatory by the U.K. CAA.

**COMPLIANCE**

Before further spinning or within the next 150 flying hours.

**APPLICABILITY:**

All T67C aircraft.

**INTRODUCTION:**

Due to customer and Dutch RLD concerns regarding the frequency of engine stops during spinning, a TAL 2 was introduced for aircraft until an acceptable solution was found.

Tests completed by the company have identified the engine settings which eliminate the engine stop problem provided correct recovery actions are adhered to.

**ACTIONS:**1. **Engine Settings:**

- (a) The mixture should be set on the ground in accordance with the Textron Lycoming Instructions. This states that at the slow running setting, when the slow running cut out is activated, there should be a slight rise in RPM before the engine stops.
- (b) The engine slow running should be adjusted to between 700 and 750 RPM with the engine running at operating temperatures.

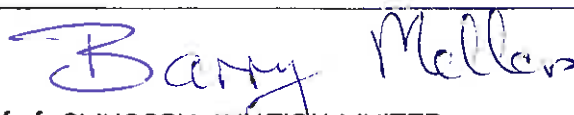
2. **Spinning Procedure:**

When spinning from high altitude (ie above 5000 ft) the mixture should first be leaned for that altitude.

This paragraph should be added to the Pilot Notes at Para 7.2.9(a) and will be included at the next Flight Manual Amendment.

3. **Temporary Amendment Leaflet**

Where applicable the TAL2 of the T67C/FM can now be removed from the Pilots Notes.

**ISSUED****- 5 MAR 1993****ISSUED BY:**Date 5<sup>th</sup> March 93for and on behalf of **SLINGSBY AVIATION LIMITED**  
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