

SERVICE BULLETIN

SB No. 013

Issue No. 1

TITLE MAIN UNDERCARRIAGE TOP MOUNTING BLOCK

CLASSIFICATION This has been classified as mandatory by CAA

COMPLIANCE Visual inspection before each days flying. Mod M239A or M239C being introduced at or before 50 hour check.

APPLICABILITY:

All T67B,M,M-MkII, and M200 aircraft post Mod M198A.

INTRODUCTION:

Instances have been reported where the reinforcing sleeve, introduced at Mod M198A has become detached from the plywood block forming the main U/C top mounting block, subsequently sliding down the main undercarriage leg. This leaves the undercarriage leg loose in the top housing.

ACTION:

1. Check that oleo cover (wing top surface) is located centrally in its recess ref. visual inspection.
2. If oleo cover is not located centrally - remove cover.
3. Visually inspect the steel sleeve for correct position and for consistency of bond - see attached sketch for correct position.
4. If any fault is found at the above inspection, Ref. 3, the aircraft is to be grounded, the undersigned contacted immediately so that Mod M239A, introduction of grub screw into sleeve, may be applied.

Note: If earlier repair has been done, ie introduction of grubscrew under Drg. No. T67B-03-005/006 , logbook to be annotated Mod M239A incorporated.

5. If at or before 50 hour check no fault is found with sleeve, Mod M239C is to be incorporated ref. undersigned for details.

Ref. Note: Pin as introduced by this Mod M239C must be covered by at least half its diameter by the undercarriage leg, if not please contact the undersigned.

Note: Mod M239B is modification to oleo cover ref. water ingress.

ISSUED BY:




Date 5.1.87

for and on behalf of SLINGSBY AVIATION PLC

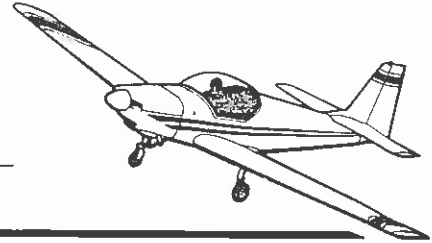
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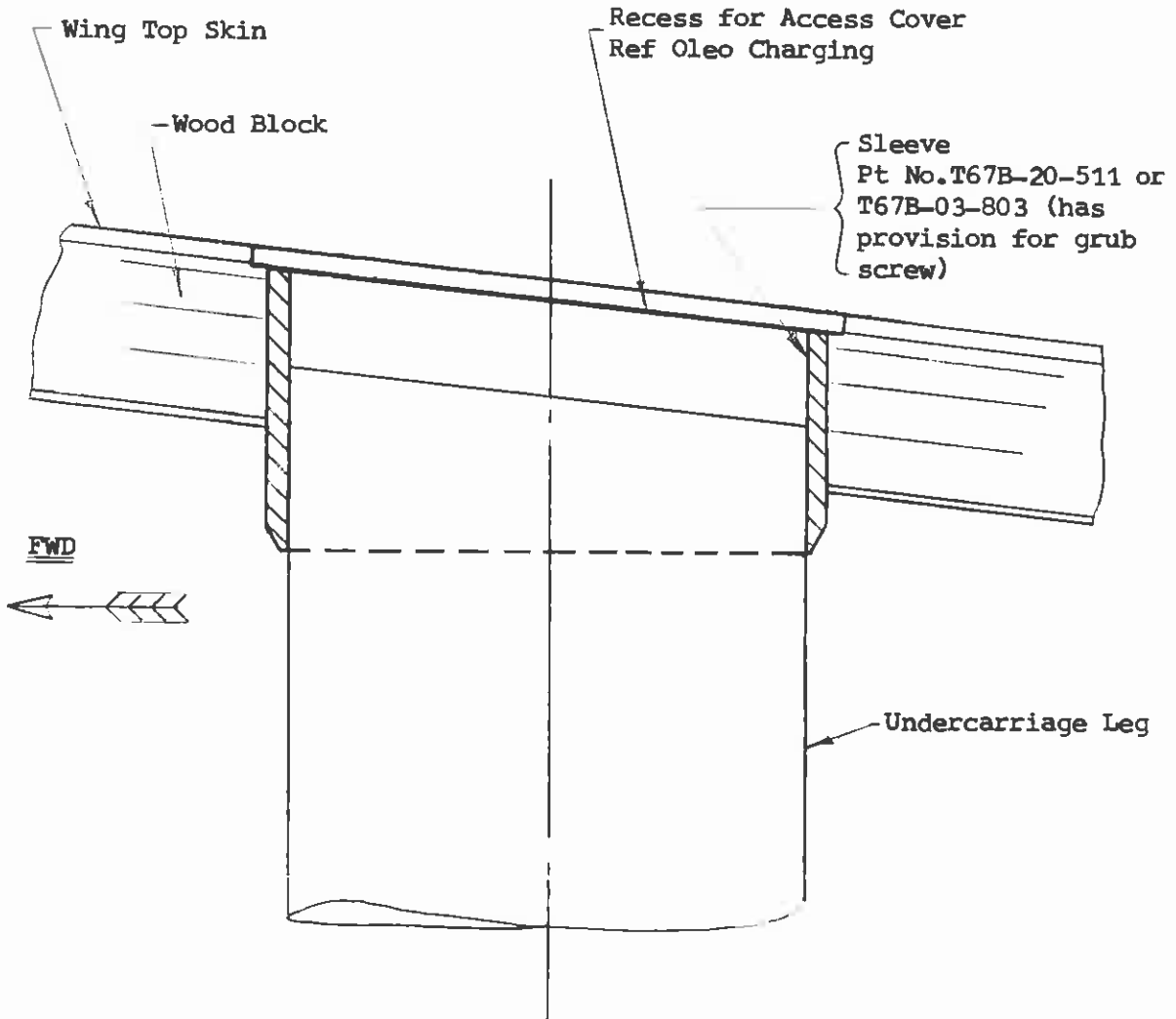
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SECTION THROUGH UNDERCARRIAGE TOP MOUNTING
CORRECT POSITION OF SLEEVE

ISSUED BY:

R C O B

BY

Date 5.1.87

for and on behalf of SLINGSBY AVIATION PLC

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