

SERVICE BULLETIN

SB No. 154 Issue No. 1

TITLE INSPECTION FOR CLEARANCE BETWEEN SAB UNDERCARRIAGE NOSELEG STEERING PUSHROD AND ENGINE MOUNTING FRAME

CLASSIFICATION

This Service Bulletin has been classified by SAL as Highly Recommended

COMPLIANCE

At next 150 flying hour check or 100 flying hour check, as applicable.

APPLICABILITY:

Pre Mod M468 and M791 T67A, T67B, T67C Series, T67M, T67M-MkII & T67M200.

INTRODUCTION:

Cases have been reported of a foul occurring between the nosewheel steering pushrod connecting bolt and underside of the engine mounting frame. This Service Bulletin requires a one time inspection for adequate clearance between these two items. If required clearance is not achieved, further modification will be necessary.

ACTION:

1. Position grease plates under the nosewheel of the aircraft. The aircraft must be standing freely on its undercarriage with parking brake on.
2. Check the clearance between the nosewheel steering pushrod connecting bolt and the lower engine mounting frame cross tube, as shown in Fig.1. The clearance should be 2.5mm or greater in all nosewheel positions.
3. Check the underside of the engine mounting frame in the vicinity of the pushrod for signs of paint removal, scratches and corrosion.
4. If adequate clearance exists and there is no sign of damage to the engine mounting frame, annotate aircraft logbook "SB 154 complied with".

If there is insufficient clearance but the engine mounting frame is not damaged, Mod M836 "Introduction of Lowered SAB Steering Collar Swivel" must be incorporated within the next 50 flying hours.

If the engine mounting frame tube has been damaged by the pin, the aircraft must not be flown until the damage has been repaired and Mod M836 incorporated.

For repair procedure, Mod M836 Modification Bulletin and Mod Kit, contact SAL Product Support Department.

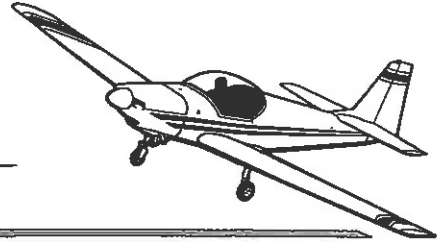
ISSUED BY:

 Date **21 AUG 1998**

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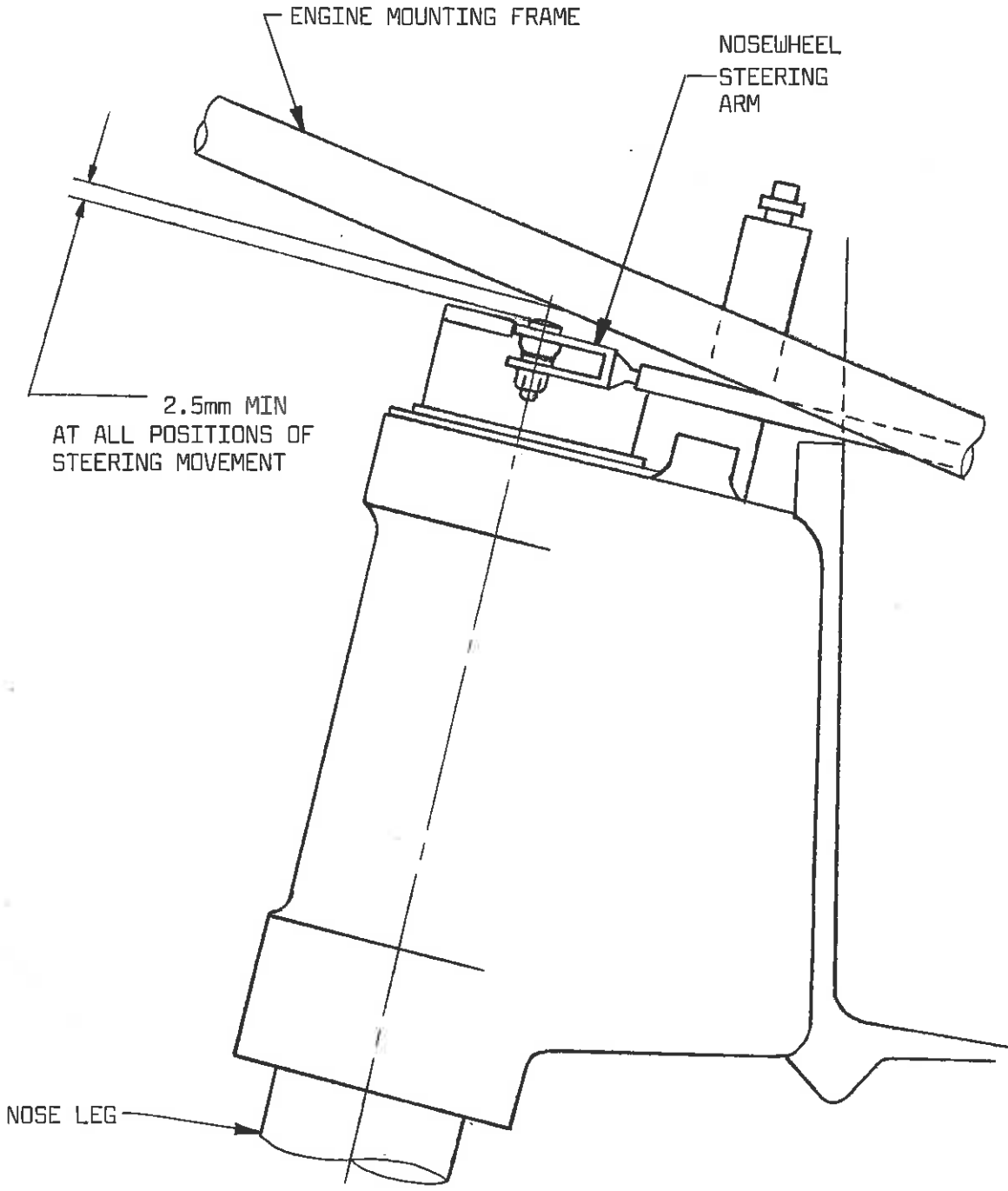


Fig 1
NOSE U/C AND ENGINE MOUNTING FRAME

Approved:

Date:

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