

# Service Bulletin

S.B. No: 167

**Title:** INSPECTION OF EXTERNAL AILERON AND FLAP DRIVE PUSHROD FOR CRACKING

**Classification:** This Service Bulletin has been classified by SAL as Essential

**Compliance:** At next 150 flying hour check or 100 flying hour check, as applicable

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

**INTRODUCTION:**

Cases have been reported of cracking having been found on both the aileron and flap external drive pushrods during normal maintenance.

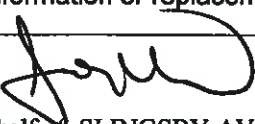
The cracking is thought to have occurred during adjustment of the pushrods. The fork end has been difficult to move due to corrosion.

This is a once only inspection and rectification.

**ACTION:**

1. Check master switch, ignition switch and fuel are OFF. Disconnect external power and hangar aircraft, if required.
2. Inspect the pushrods at the extremes at the ends of the bodies: the cracks are usually on the spanner flats. Ref Fig. 1.
3. If cracking is present, replace pushrod with relevant item, ref IPC.
4. Maintenance personal to ensure:
  - i. When adjusting these pushrods, to inspect for cracks and replace pushrod if required.
  - ii. That the adjustable end is only used for adjustment, ref Fig 1. Note forward end is attached with Loctite and is not for adjustment.
5. Maintenance Manual to reflect 4 i. and ii. An Advance Information Leaflet will be issued.
6. Annotate logbook "SB 167 complied with."

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

Approved by: 	Date: 17 Aug 00	Issue 1
For and on behalf of SLINGSBY AVIATION LIMITED		
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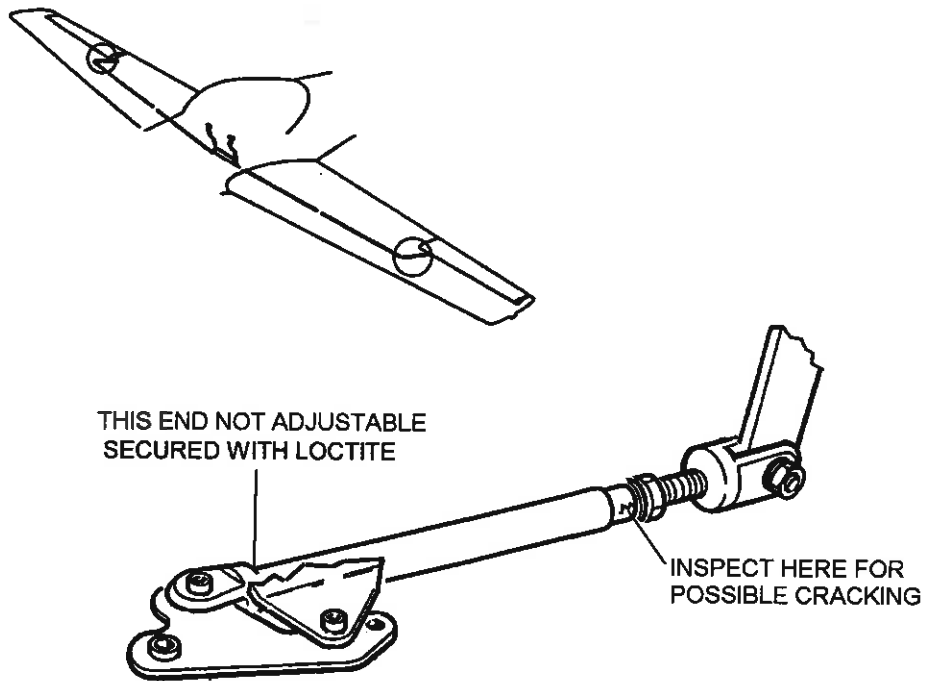


FIGURE 1