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## Service Bulletin

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S.B. No: 176

**Title:** INSPECTION FOR FITMENT OF CORRECT STIFFNUT ON NOSEWHEEL AXLE

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

**Compliance:** At next 50 flying hour check.

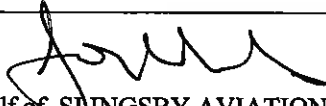
**Applicability:** T67M260 and T67M260-T3A plus Post Mod M468 T67C and T67M-MkII and Post Mod M791 T67M-MkII

Attached is Fairey Hydraulics Service Bulletin No. 32-23, Issue 1 "To Check that the Correct\* Standard of Stiffnut has been installed on the Axle Bolt".

Any further information or components required to comply with this Bulletin should be obtained from FHL Division, Claverham Limited.

\*Correct standard is 9.5mm high and gold cadmium plated in colour.



Approved by: 	Date: 9 July 02	Issue 1
For and on behalf of SLINGSBY AVIATION LIMITED		
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NUMBER 32-23, ISSUE 1

NOSE LEG ASSEMBLY PART NO 5009 H SERIES POST MOD A328

FIREFLY AIRCRAFT

**TO CHECK THAT THE CORRECT STANDARD OF  
STIFFNUT HAS BEEN INSTALLED ON THE AXLE BOLT**

1. Planning Information

A. Effectivity

All Firefly aircraft Nose Leg Assemblies Part No 5009 H Series Post Mod A328 that are in use and held as spares.

B. Reason

It has been discovered that the stiff nut that secures the axle bolt to the nose leg fork has been supplied to two different design standards for the same Part No FPY109-10.

C. Description

To check that all Nose Leg Assemblies in use and in stores have the correct standard of stiff nut installed and to replace it if it is not to the correct design standard.

D. Compliance

At the earliest opportunity to suit operational and maintenance programmes.

E. Approval

This Service Bulletin contains no modification information that revises the approved configuration and therefore does not require governmental or other regulatory approval.



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## F. Material (cost and availability)

A replacement nut and tab washer will be supplied free of charge and at a rate of supply agreed with FHL Division, Claverham Ltd..

Item No	Part No	Description	Qty	CMM IPL Fig 1 Item No
1	FPY109-10	Nut, stiff	1	170
2	SP41-J	Washer, tab	1	180

## G. Manpower (estimated)

Check -15 minutes  
Check and replacement -30 minutes

## H. Tooling and Materials

No special tools or materials are required.

## I. Weight and Balance

Unaffected

## J. References

Organisational and Intermediate Maintenance Instructions for Aircraft System (AMM)  
Component Maintenance Manual 32-20-15 (CMM)

## 2. Accomplishment Instructions

**WARNING:      WHEN YOU DO THE PROCEDURES THAT FOLLOW ALWAYS OBEY THE LOCAL HEALTH AND SAFETY INSTRUCTIONS**

### A. Units fitted to aircraft

#### (1) Procedure

(a) Refer to the aircraft maintenance instructions and:

- 1 Make sure the aircraft is safe to work on.
- 2 Refer to Figures 1 and 2 and determine which type of stiff nut is installed to secure the axle bolt to the fork. The correct standard of stiff nut is thinner and does not have a nylon insert that can be seen in the installed position. The correct stiff nut will allow approximately one thread to protrude beyond the end of the nut. The incorrect



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standard of stiff nut will show the threads of the axle bolt below the end of the nut. If the correct standard of stiff nut is installed no further action is required.

- 3 If the installed stiff nut is not the correct standard refer to the AMM procedures for the removal of the nose wheel and replace the stiff nut. Make sure the new stiff nut is installed with a new tab washer and that the second tab washer under the head of the axle bolt remains in safety.
- 4 Carry out a duplicate inspection to make sure the head of the axle bolt and the stiff nut are in safety.

## B. Units not fitted to aircraft (held in store)

**NOTE:** The following procedures assume that the unit is serviceable and is stored without a nose wheel fitted.

### (1) Procedure

- (a) Refer to Figures 1 and 2 and determine which standard of stiff nut is installed. The correct standard of stiff nut is thinner and does not have a nylon insert that can be seen in the installed position. The correct stiff nut will allow approximately one thread to protrude beyond the end of the nut. The incorrect standard of stiff nut will show the threads of the axle bolt below the end of the nut. If the correct standard of stiff nut is installed no further action is required
- (b) If the installed stiff nut is not the correct standard replace with one of the correct type.

**NOTE:** The axle bolt, tab washers and stiff nut are normally supplied loose fitted for final installation of the wheel when the leg is installed on the aircraft

## C. Recording and Administration

- (1) Record the accomplishment of this Service Bulletin in the unit and aircraft Log Card.



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## 3. Material Information

### A. Data Basis

Quantity specified is per unit.

### B. Parts Required

New Part No	Qty	Description	Old Part No	Disposal instructions
FPY109-10	1	Nut, stiff	FPY109-10	Discard locally
SP41-J	1	Washer, tab	SP41-J	Discard locally

**CAUTION:** MAKE SURE YOU IDENTIFY THE TWO STANDARDS OF NUT CORRECTLY. THE TWO STANDARDS HAVE BEEN SUPPLIED UNDER THE SAME PART NUMBER AND SHOULD NOT BE MIXED.



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Fig 1 Nut Part No FPY109-10 – correct type



Fig 1 Nut Part No FPY109-10 – incorrect type