

Service Bulletin

S.B. No: 186

Title: INSPECTION OF RUDDER NAVIGATION LIGHT WIRING FOR CHAFFING

Compliance: Pre Mod M1025A & M1025B aircraft; one time inspection at the next 50 flying hour check. Mod M1025B to be incorporated at next rudder re-fabricing.

Applicability: T67B, T67C Series, T67M, T67M-MkII, T67M200, T67M200 (Post Mod M915), T67M260 and T67M260-T3A. Not applicable Post Mod M950 aircraft (Works Numbers 2266 to 2281 inclusive).

This issue 2 has been raised to add the other types of Firefly to the applicability list, further paragraph added to Introduction.

INTRODUCTION:

A case has been reported of chaffing of a rudder navigation light cable. The cable chaffed through causing the circuit breaker to operate. External inspection revealed evidence of burning on fabric. On removal of navigation light the cable was found to be broken and the lower rudder rib had been burnt which had caused the scorch marks on the outside of the rudder.

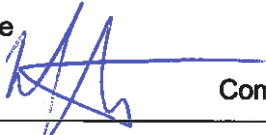
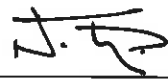
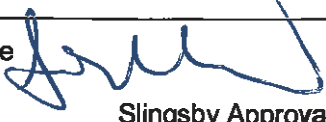
Operator carried out fleet wide check to ensure no other aircraft cable had chaffed. No other aircraft was found with chaffed cables. The cables were then sheathed with Spiral Binding, and navigation light refitted.

Further to issue 1 of this Service Bulletin SACL have found evidence of chaffing of navigation wiring on other Firefly types. Though in all cases the outer insulation has not been found to be completely removed. Therefore it is recommended that the following action is complied with.

This Service Bulletin requires an inspection of the wiring and addition of protection of the wire from chaffing.

ACTION:

- 1 Remove navigation light from rudder by releasing the 2 fixing screws and breaking sealant.
- 2 Carefully withdraw light from rudder.
- 3 Check wiring for any chaffing in area indicated by Figure 1.
- 4 Using a mirror and light check for any signs of rubbing on rudder structure.
- 5 If there is no cable damage then protect wiring as per Figure 1 with Spiral Binding 126-31-729.

Signature  Compiled	Signature  Design CVE	Signature  Slingsby Approval
Print Name M. J. Rutter	Print Name N. THORP	Print Name D. W. GODDARD
Date 24 th April 2008	Date 20-5-08	Date 28 th MAY 2008
SLINGSBY ADVANCED COMPOSITES LIMITED Kirkbymoorside, York. YO62 6EZ Tel: 01751 432474 Fax No: 01751 433016 E-mail: mike.rutter@slingsby.co.uk		Page 1 of 2 Issue 2

- 6 If there is cable damage but no sign of burning, then cable is to be replaced and Change Mod M1025B "Introduction of Tail Navigation Light Wiring Protection Strip on Lower Rib Only and Re-routed Wiring" to be invoked.
- 7 If there is any sign of burning, Rudder to be returned to SACL for structural repair under Change Mod M1025A "Introduction of Repair to Burnt Rudder Includes Tail Navigation Light Wire Protection Strip on Lower Rib and Re-routed Wiring"
- 8 In any case Change Mod M1025B to be invoked at next fabric recovering. Repair Manual to be amended to include wiring condition check and rectification at next amendment.
- 9 Annotate aircraft log book SB 186 complied with.

For return of Rudder for repair to Change Mod M1025A, or to purchase Spiral Binding 126-31-729, or Change Mod M1025B Mod Bulletin and its Mod Kit T67A-05-1025B, please contact Kathy Cooper, Product Support Department, or email gemma.hodgson@slingsby.co.uk.

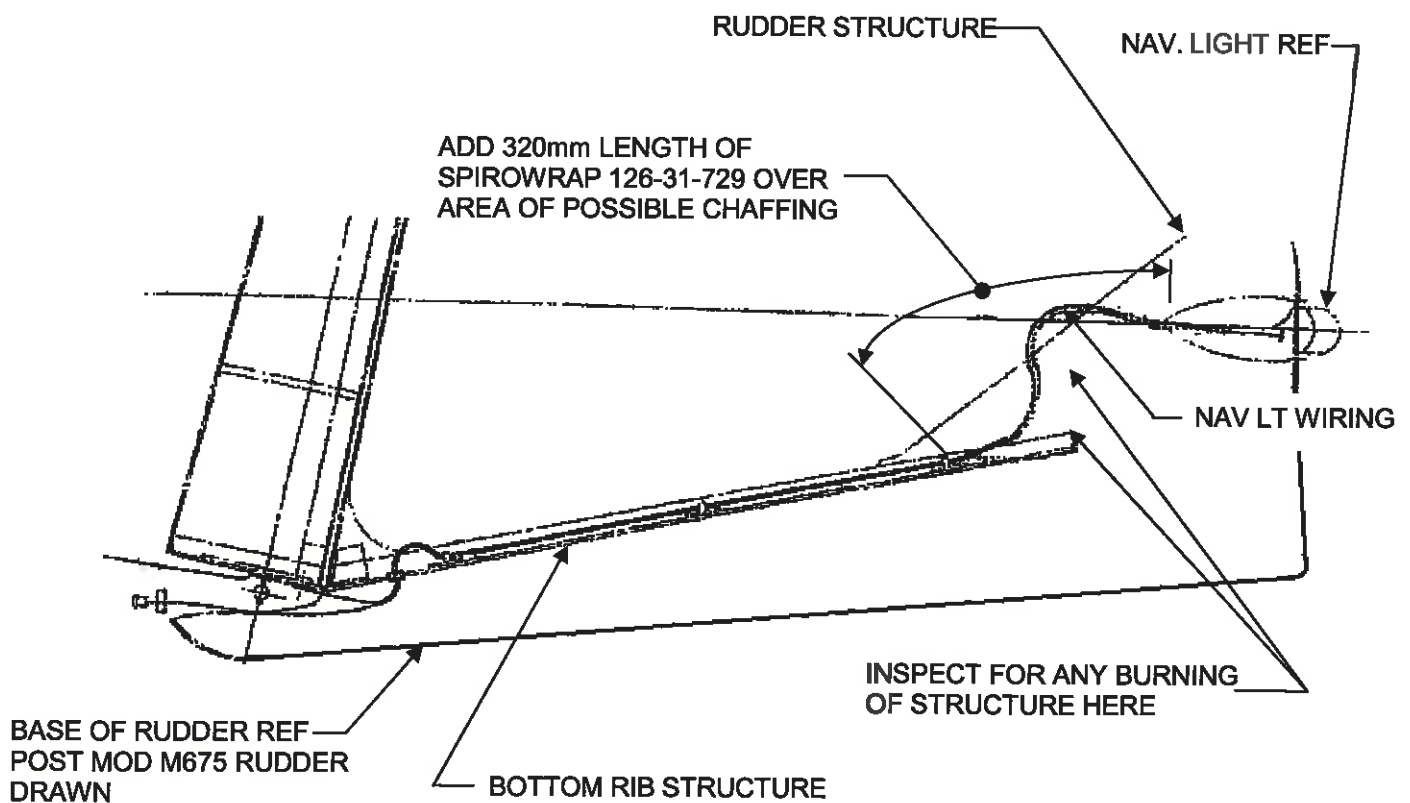


FIGURE 1