

Service Bulletin

S.B. No: 192

Title: INSPECTION FOR INTEGRITY BONDING OF THE JACKING POINT

Compliance: At next 50 flying hour check.

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

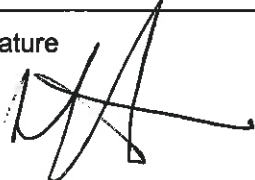


The technical content of this Service Bulletin is approved under Authority of Marshall Aerospace Approval Number EASA.21J.181

INTRODUCTION:

A maintenance organisation has reported missing and poor bonds of the jacking point to the underside of the wing. The missing jacking point was noticed during routine maintenance and the "loose" item was discovered whilst attempting to support the aircraft on the jacks.

ACTION:

- 1 Gain access to underside of wing and inspect for two jacking points 1 port, 1 stbd at positions indicated by Figure 1.
- 2 If there are Jacking Points on underside of wing, check for security. Use a light hammer (reference Marshall Slingsby hammer, T67G-88-529, illustrated in relevant aircraft's Maintenance Manual paragraph 2.7.1.2 or equivalent) and gently tap; fore/aft, side to side. Do not use excessive force as this will damage structure. Complete the attached form at Annex A and return it to the address provided.
- 3 If tapping the Jacking Points does not dislodge them, then continue as paragraph 11.
- 4 If by tapping the Jacking Point, it is dislodged or the Jacking Point is missing then proceed as per paragraph 5.
- 5 Either obtain a new Jacking Point T67B-20-503, or clean up existing item, for re/bonding to wing. Remove old adhesive from existing Jacking Point and or wing, ensure no damage to Jacking Point or underlying wing skin/structure.
- 6 Abrade areas to be bonded. Again care to be taken not to damage glass fibre structure. Note Jacking Point should be bonded directly to GRP and not painted surface.
- 7 Prior to bonding ensure surfaces are clean and degreased with spirit wipe.

Signature  Compiled	Signature  Design CVE	Signature  Approval
Print Name M J Rutter	Print Name J. THORPE	Print Name P ANDREWS
Date 27 th September 2012	Date 2-10-12.	Date 2-10-12.
MARSHALL SLINGSBY ADVANCED COMPOSITES Kirkbymoorside, York. YO62 6EZ Tel: 01751 432474 Fax No: 01751 433016 E-mail: mike.rutter@marshall-slingsby.com www.marshall-slingsby.com EASA Design Organisation Approval No. EASA.21J.181 (Marshall Aerospace)		Page 1 of 4 Issue 1

This Service Bulletin has been checked by Design and Airworthiness and has been technically accepted.

- 8 Mix adhesive 126-51-060 (or Marshall Slingsby approved equivalent) IAW T67 GRP Aircraft Repair Manual and apply to Jacking Point. Position Jacking Point as per Figure 2.
- 9 Remove excess adhesive, hold Jacking Point in position, e.g. masking tape, and allow adhesive to cure.
- 10 After cure, check jacking point security using the same procedure as described in Step 2.
- 11 Restore paint surface as appropriate.
- 12 Record in logbook SB 192 issue 1, accomplished. Continue checking security of Jacking Point at each Annual as indicated by relevant aircraft's Maintenance Manual paragraph 2.8.6 under Aircraft General, point 5.

Replacement Jacking Point T67B-20-503, hammer T67G-88-529 and materials may be obtained from Marshall Slingsby, please contact Gemma Hodgson; email gemma.hodgson@Marshall-Slingsby.com.

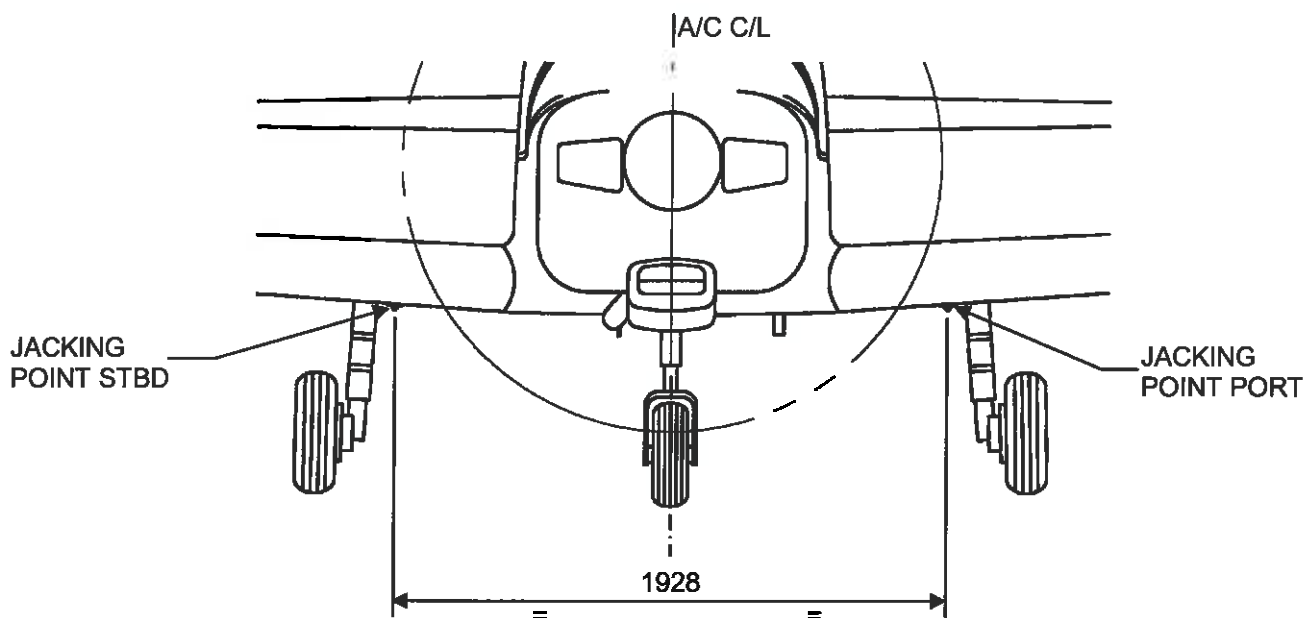


FIGURE 1
SHOWING JACKING POINT POSITION

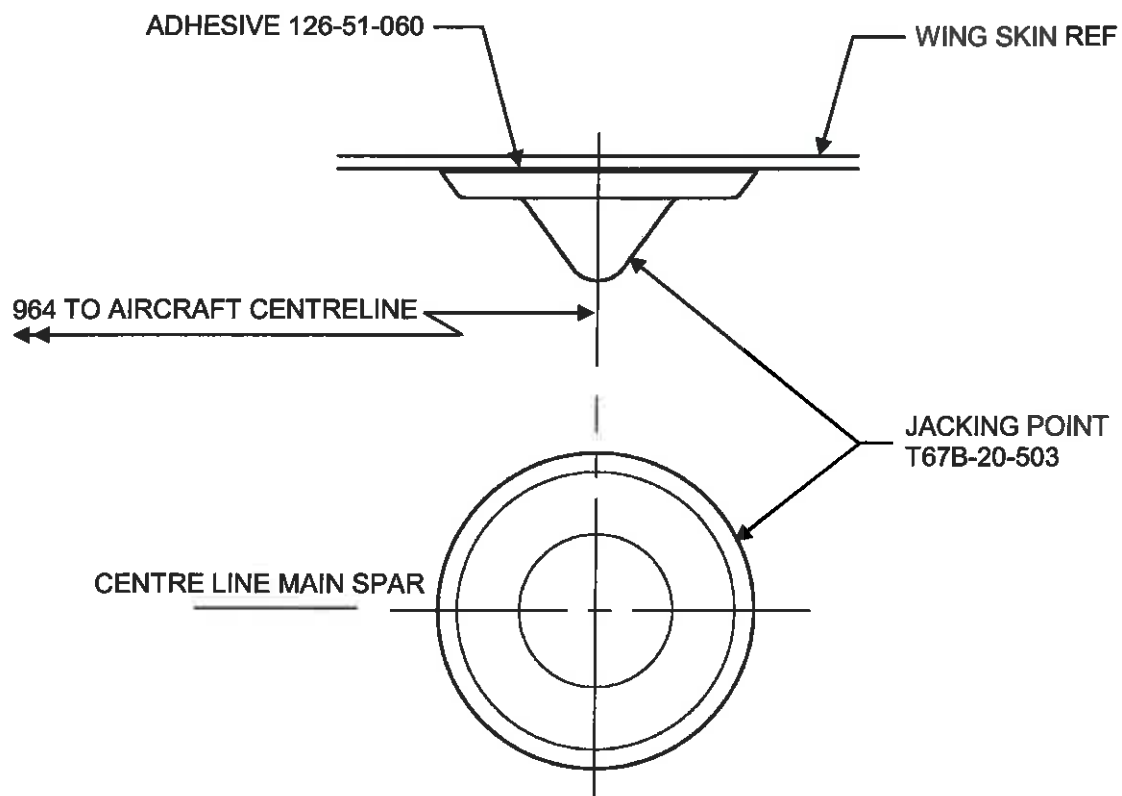


FIGURE 2
JACKING POINT INSTALLATION – PORT
STARBOARD SIMILAR

SB 192 ANNEX A

INSPECTION FOR INTEGRITY BONDING OF THE JACKING POINT

This form is to be completed and submitted to the address below.

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Table 1

Aircraft works number	
Date SB 192 carried out	
State missing jacking point/s and/or insecure jacking points, if identified	
Total flight hours	
Reporters contact details i.e. Name, Address, e-mail, telephone etc	
Owner's details	