

## Service Bulletin #14 Issue 2

15<sup>th</sup> November 2001

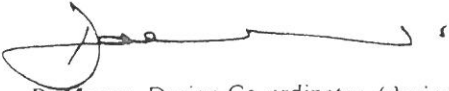
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- 1 Title: Cracking of Tailplane Spar Leading Edge Spigot Tubes
- 2 Aircraft Types Affected: All variants of CFM Shadow, Streak Shadow & Star Streak.
- 3 Classification: The CAA has classified this SB 'Mandatory'
- 4 Reason for SB: A case has been reported of cracks developing in the male spar spigot tube of the leading edge of the tailplane of a Shadow microlight aeroplane. This can result in disconnection of the front spar and loss of control of the aeroplane.

Six months of feedback to the 15<sup>th</sup> May Service Bulletin have revealed that the damage was likely to have been sustained as an isolated incident. As a result the SB has been amended to Issue 2, dated 15th November 2001. Revisions are marked by margin lines.

- 5 Compliance: (i) At each routine inspection including pre-flight checks, (ii) At intervals not exceeding 20 flying hours, carry out the accomplishment instructions in the relevant sub paragraph of Para 6 below.
- 6 Accomplishment Instructions:
  - (i) Carefully inspect the tailplane-to-boom fixings. Without subjecting the components to undue strain, apply light, up and down hand loads (in the order of 0.5 kg) at the tailplane tips, at the same time checking for any excessive movement around the leading and trailing edge joints. There should be little no discernible free up and down movement felt at the tailplane tips. Excessive movement indicates the need to perform the inspection in sub paragraph (ii) below and may result in the need to renew the tailplane backing plates and/or leading and trailing edge tailplane spigot tubes.
  - (ii) De-rig the tailplanes and carry out a close visual inspection of the tailplane-to-boom fixing area. Excessive wear of the four tailplane backing plates can lead to a significant increase in the loading of the leading and trailing edge tailplane spigot tubes – pay particular attention to their condition and replace where necessary. (B & C Series: front 2 off F219a and rear 2 off F218a, all other models: front 2 off SF102a and rear 2 off F218a).  
When re-rigging the tailplanes to the boom, use grease or preferably an anti-fret compound on mating surfaces. Record compliance with this sub paragraph (ii) in the aircraft log book.

Note: On annual inspection, particular attention is to be paid to all fixing points, including fin post, front and rear tailplane and dorsal fin attachments. Operators are reminded to pay strict attention to all ground handling instructions contained within Pilot's Handling Notes. An amendment to all Pilot's Handling Notes is being issued to incorporate the instructions for routine inspection and checking as detailed above.



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