

Nomad

ALERT SERVICE BULLETIN

RUDDER CONTROL TORQUE SHAFT UNIVERSAL JOINT MS 20271B16 LH AND RH INSPECTION FOR DETERIORATION

1. PLANNING INFORMATION

A. Effectivity

All Nomad N22 and N24 series aircraft whose log books do not already record the embodiment of Mod N448 or compliance with Service Bulletin NMD-27-21.

B. Reason

All instance has occurred in service of partial collapse of the universal joint MS20271B16 causing a sudden large increase in backlash in the rudder system.

C. Compliance

(1) Aircraft with over 600 hours time in service. Within 100 hours time in service or a 2 month calendar period which ever occurs first from receipt of this Alert Service Bulletin and thereafter at intervals not exceeding 100 hours time in service.

(2) Aircraft with less than 600 hours in service, before reaching 700 hours in service.

D. APPROVAL

The Mod detailed herein has been approved pursuant to Air Navigation Regulation 40 and conforms with the Type Certification requirements.

2. PLANNING INFORMATION (REFER TO IPC 27-20-02 FIG.4 ITEM 9)

A. At first inspection cut and remove the rubber boot from universal joint and discard.

B. Wipe grease from exterior of universal joint using a clean cloth.

NOTE

Do not use cleaning fluid or solvents.

C. Visually inspect the universal joint for the following:

(1) Ensure that the securing pin passing through the main pivots has both domed heads intact.

(2) Ensure that the ends of the main pivot pins are flush with the faces of the fork end fittings.

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- D. Replace any defective universal joint before further flight.

NOTE

Slight play is acceptable and is evident in new units. It is not a cause for rejection of the universal joint.

- E. Regrease using Grease MIL-G-21164C (refer MM Chap 12-20-00 Page 3).

NOTE

Protective cover need not be fitted.

3. **RECORDING ACTION**

- A. Record compliance with bulletin in airframe log book.
- B. Notify GAF by telex of any defective universal joints quoting number of flying hours, aircraft serial number and details of defect.