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ALERT SERVICE BULLETIN

Reference No.103

ORIGINAL TRANSMITTED BY TELEX 15-4-1981

SUBJECT: MALFUNCTION OF EMERGENCY EXIT DOOR LATCH MECHANISM

1. Effectivity

All N22-Series and N24-Series aircraft whose log books do not record the embodiment of Mod N495 or compliance with Service Bulletin NMD-52-4.

2. Compliance

Within 10 hours Time in Service following receipt of this service bulletin.

3. Reason

Instances have occurred in which the latch mechanism spindle on the emergency exit door has been incorrectly positioned before fitting the handle, thus making the emergency exit door impossible to open.

4. Approval

The inspection and rectification procedures detailed herein have been approved pursuant to Air Navigation Regulation 40 and conform with the type certification requirements.

5. Accomplishment Instructions

Part 1 - Inspection.

Check the operation of the emergency exit door as follows:

- (1) Lift the handle cover and rotate the emergency exit door handle in the direction indicated to open.
- (2) Check that the door latch pins have been fully withdrawn from the door surround enabling the door to be moved outwards by pushing on the bottom of the door.

NOTE: It is not necessary to move the door more than 0.5 inches (12 mm) outwards to confirm that the latch pins have been withdrawn clear of the door surround. Further outward movement of the door may fracture the trim panel at the lower edge.

- (3) If the operation and release of the door is satisfactory, secure the door in the closed position and record compliance with Part 1 of this service bulletin in the aircraft log book.



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Part 2 - Rectification

If the door release handle cannot be turned or the door cannot be moved when the release handle is turned, carry out the following procedure:

- (1) Remove the door trim panel (Ref. M.M. 25-20-00) and ascertain the cause of obstruction which may be attributed to one or both of the following:
 - (a) Incorrect assembly of the door latch mechanism. The correct assembly of the mechanism linkage is indicated by the forward latch pin operating rod being almost in a horizontal plane, and the rear latch pin operating rod being angled upwards, thus requiring a clockwise rotation of the handle (viewed from within the cabin) to withdraw the latch pins.

If the linkage is incorrectly assembled, disconnect both operating rods (items 8) from the lever assembly (item 12) by removing the cotter pins, washers and straight pins (items 9, 10 and 11, Ref. IPC 52-20-01 Fig. 1). Rotate the lever assembly (item 12) so that the forward end is inclined upwards at approximately 45 deg, then re-connect the operating rods to the lever assembly with straight pins, washers and new cotter pins. Check that the latch pins can be withdrawn from the door surround by clockwise rotation of the door release handle. Lubricate the latch pins with grease MIL-G-21164.
 - (b) Door latch pins corroded or seized in the door frame or fuselage door surround. Free the pins with grease and remove the corrosion then lubricate the pins with grease MIL-G-21164.
- (2) Following rectification (Ref Steps 1(a) and/or (b)) check for correct fitment of operating rod attachment fittings then refit the door interior trim panel (Ref M.M. 25-20-00)
- (3) Check for correct operation of emergency exit door (Ref. Para. 5 Part 1) and record compliance with Part 2 of this service bulletin in the aircraft log book.
- (4) Modification N495 introduces a design change to prevent incorrect assembly of the latch mechanism of the emergency exit door. A service bulletin NMD-52-4, incorporating the intent of Mod. N495, is being prepared and will be issued as soon as possible.