

Nomad

SERVICE BULLETIN

STABILISERS — HORIZONTAL STABILISER — MAIN SPAR AND UPPER SKIN — INSPECTION (POST MOD N663 AND N768)

1. PLANNING INFORMATION

A. Effectivity

All Nomad N22 series and N24 series aircraft fitted with Mod N663 and N768.

B. Reason

As testing is a part of the justification of the safe life of the modified horizontal stabiliser, the on-going Nomad fatigue tests have revealed fatigue cracks in the horizontal stabiliser (PN 3/N-30-310) main spar and the upper skin.

This Service Bulletin is issued to provide information on the most likely initial area of cracking of the modified horizontal stabiliser.

Revision 1

A number of operator Defect Reports have been received which have indicated a problem with cracking on the horizontal stabiliser in areas other than those indicated by Service Bulletin ANMD-55-32 (original). Figure 2 shows the locations of these cracks and investigation by ASTA shows that this cracking is due to normal fatigue and stress loads.

C. Description

A detailed visual inspection is to be performed to inspect for cracks in the horizontal stabiliser main spar and skins.

D. Compliance

- (1) Incorporation of this Service Bulletin is mandatory.
- (2) At the next 100 hour inspection or within 1 month whichever occurs first following receipt of Service Bulletin ANMD5532.
- (3) Subsequent inspections are to be carried out at 100 hour intervals or 12 months following the last inspection whichever occurs first.
- (4) ASTA Defence is to be notified of any cracks found or otherwise as well as the fitment of horizontal stabiliser components as identified by this Service Bulletin.

Page No	1	2	3	4
Rev No	1	1	1	1

E. Approval

13 July 93

Revision 1 31 March 95

ANMD-55-32

Page 1

Nomad

SERVICE BULLETIN

The requirement detailed herein has been approved by a person authorised under Civil Aviation Regulation 35 and conforms with the type certification requirements.

The Civil Aviation Authority has been requested to issue an Airworthiness Directive.

F. **Manpower**

3 manhours (horizontal stabiliser removal not included).

G. **Material**

None required.

H. **Tooling**

None required.

I. **Weight and Balance Change**

None.

J. **References**

Maintenance Manual Chap 55-30-00

K. **Publications Affected**

None

2. **ACCOMPLISHMENT INSTRUCTIONS**

WARNING

DO NOT OPERATE THE FLIGHT CONTROLS WITH THE CONTROL COMPONENTS DISCONNECTED OR WHEN PERSONNEL ARE WORKING IN THE AREA CONCERNED. SERIOUS INJURY TO PERSONNEL OR DAMAGE TO FLIGHT CONTROL COMPONENTS AND STRUCTURE COULD OCCUR.

- (1) Remove the dorsal fin (Ref MM Chap 553000).
- (2) Remove the horizontal stabiliser (if required) from the aircraft (Ref MM Chap 552000).
- (3) Visually inspect the inboard ends of upper and lower flanges of the horizontal stabiliser main spar web (Ref figure 1 view A) for fatigue cracks.
- (4) Check assembly of the web flange (bend radii) and edge of the doubler plate PN 1/N30285 shown by figure 1 view C and view D and report its conformance to either of the two views.

Nomad

SERVICE BULLETIN

- (5) Visually inspect the horizontal stabiliser upper and lower main and leading edge skins as shown in figure 1 view E, for fatigue cracks.
- (6) Visually inspect the horizontal stabiliser upper and lower skin surfaces paying particular attention to those areas indicated in Figure 2.
- (7) Fit the horizontal stabiliser (Ref MM Chap 552000).

WARNING

AFTER ALL MAINTENANCE ACTIVITIES INVOLVING FLYING CONTROLS, OR WHENEVER FLYING CONTROL SERVICING AND ACCESS PANELS ARE REMOVED, ENSURE THAT THE AREA CONCERNED IS CLEAN AND FREE FROM FOREIGN OBJECTS.

- (8) Fit the dorsal fin (Ref MM Chap 553000).

3. MATERIAL INFORMATION

None.

4. SPECIAL TOOLS AND EQUIPMENT

None.

5. RECORDING ACTION

Record compliance with Service Bulletin ANMD-55-32 Revision 1 in the Airframe Log Book.

Nomad SERVICE BULLETIN

