

Service Bulletin

Subject:

Corrosion inspection of the horizontal stabiliser frame tubes.

Applicability:

All GA200 aircraft.

Amendments:

Nil (initial issue).

Background:

A reported case of corrosion being found in the horizontal stabiliser frame tube assembly on a GA200 aircraft has prompted GippsAero to issue this Service Bulletin to assist operators and servicing organisations when inspecting this area.

Compliance:

This Service Bulletin is to be carried out within 3 months of receipt and at each annual inspection thereafter.

Applicable Documents:

GA200 Service Manual
GA200 Illustrated Parts Catalogue
AC43.13-1B
SB-GA200-1999-01 issue 1

Method:

Carry out an in-situ inspection of the port and starboard horizontal stabiliser tube frame by accomplishment of the following procedure:

1. Remove the elevator. (Refer to GA200 Service Manual section 27-30-00)
2. Carefully remove the fabric around the end caps of the leading and trailing edge tips.(Fig 1). If this is a repeat inspection, remove plastic caps from inspection holes and proceed to **Step 4**, otherwise action **Step 3**.
3. Carefully mark the centre of the tube tip caps and drill a seven millimetre (7 mm) hole in the end caps of the leading and trailing edges (Ensure that all swarf is captured and the holes deburred).

NOTE:

Care is to be taken when drilling to ensure drill pass through does not damage inside wall of tube.

4. Carry out a Video / Borescope inspection with a 5mm scope through the 7mm holes to the full depth of the tube.
5. If the inspection reveals no corrosion, clean and inhibit as per the GA200 service manual and AC43.13-1B, then proceed to **Step 7**, otherwise action **Step 6**.
6. If corrosion and/or pitting are present repair or replace the horizontal stabiliser assembly (P/N 551001-1). Consult the GA200 Service Manual section 51-10-10 for

Service Bulletin

the classification of repairable and replacement damage. For replaced horizontal stabilisers proceed to **Step 8**, otherwise action **Step 7**. (Refer to GA200 Service Manual section 55-10-00 for removal and installation of the horizontal stabiliser. Repairs are to be conducted in accordance with AC43.13-1B).

7. For internal corrosion proofing coat the tube interior by flushing with hot linseed oil, paralketone, or other approved corrosion inhibitor, consult AC43.13-1B. On completion use two small plastic caps to seal the inspection holes. (The use of P.R.C.™ or equivalent inert sealant, with the plastic caps is required to seal and hold the caps in place). After sealant has cured apply a protective primer and paint finish to the reworked area that matches the aircraft's paint scheme. The surface must be thoroughly cleaned prior to priming. Use P14 or equivalent primer and two pot Acran or equivalent externally.
8. Any fabric repair or re-covering must be carried out in accordance with the Ceconite Procedures Manual.
9. Refit the elevator. (Refer to GA200 Service Manual 27-30-00)

NOTE

Ensure that there is sufficient clearance between the elevator and tail plane with the caps fitted as flush as possible with the tube. A full, free and correct operation check is required.

NOTE

Carry out a duplicate inspection of all disturbed flying controls.

Should you require any further information please contact our Customer Support Department:

Tel.: +61 (0) 3 5172 1200

Fax.: +61 (0) 3 5172 1201

Email: GA-Spares@gippsaero.com

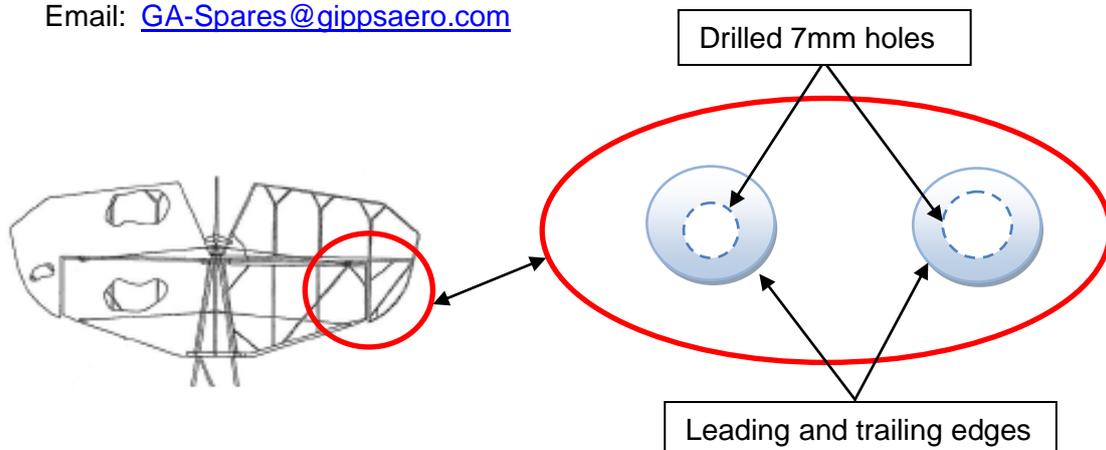


FIG 1

ONLY THE PORT (LEFT HAND SIDE) OF THE HORIZONTAL STABILISER ILLUSTRATED.