

# Service Letter

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## Subject

Levelling Point Inspection

## Applicability

GA8 serial numbers GA8-00-004 through GA8-08-137.

## Background

Variation in the location of the aft levelling point has been encountered in a selection of current production GA8 aircraft. As a precaution, this Service Letter has been raised to verify that levelling points are correctly located.

## Compliance

It is recommended that the inspection procedure be carried out at the next 100 hour or annual inspection after 28 July 2008.

## Instructions

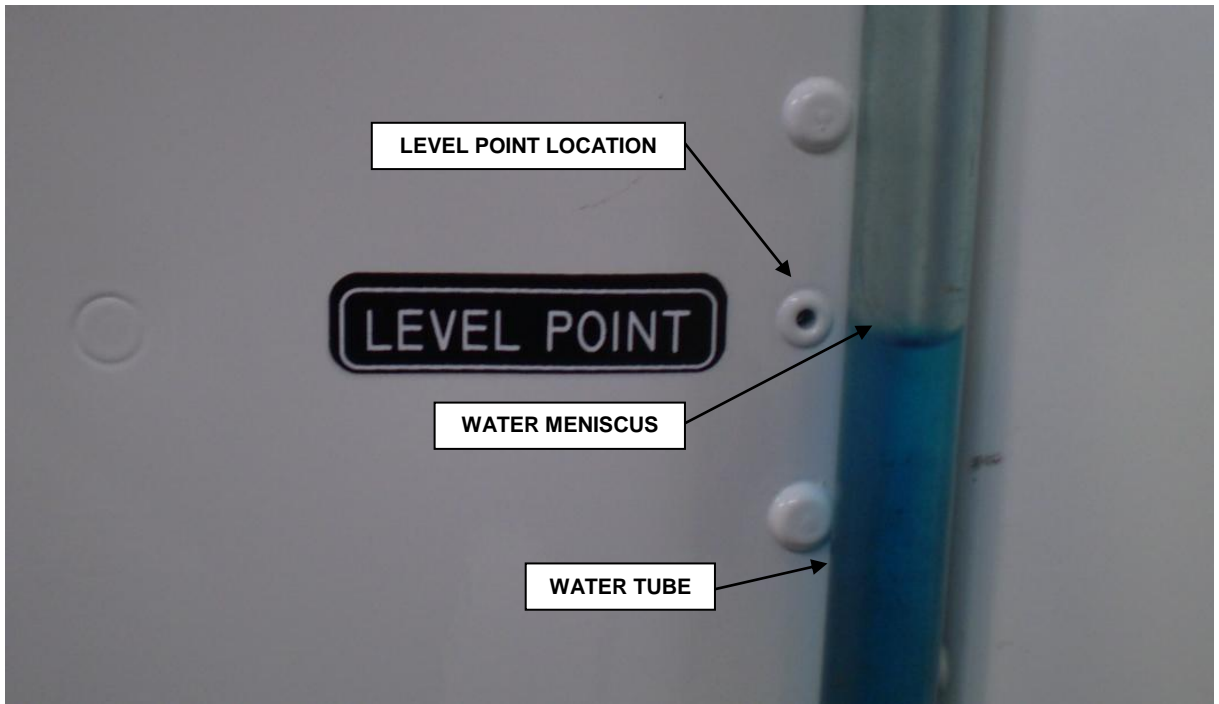
1. Place a spirit level along the tops of at least three longitudinally aligned seat anchor plates in the cabin, removing seats and floor linings as required.
2. Adjust the nose wheel tyre pressure to level the aircraft longitudinally according to the spirit level. Lateral levelling is not critical.
3. With assistance, place a water tube (such as an approximately six metre length of 10 mm diameter clear PVC tubing with dyed water) against the aircraft at the levelling points (POP rivet heads).
4. The person at the forward levelling point is to move the tube up or down the side of the aircraft until the meniscus in the tube is located at the same level as the centre of the forward levelling point, ensuring the tube is close to the levelling point for sighting (refer to Figure 1). The person at the aft end should hold the aft end of the tube steady against the aircraft while the person at the front is moving their end.

### **NOTE:**

*Sighting of the level of water in the tube may be either at the top, bottom or midpoint of the meniscus, as long as both the forward and aft ends of the tube are sighted consistently.*

### **NOTE:**

*Do not block either end of the water tube while sighting the meniscus level as accuracy may be compromised.*



**Figure 1**

5. After adjustment of the tube at the forward levelling point, if the meniscus at the aft levelling point is within  $\pm 0.125$  inch of the centre of the aft levelling point, record compliance with the inspection requirement of this Service Bulletin with no defect noted on the Document Compliance Notice.
6. After adjustment of the tube at the forward levelling point, if the meniscus at the aft levelling point is not within  $\pm 0.125$  inch of the centre of the aft levelling point, please advise Gippsland Aeronautics (refer to contact details below).

*Product Support  
Gippsland Aeronautics  
P.O. Box 881  
Morwell, Victoria, 3840  
Australia  
Telephone: +61(0)3 5172 1200  
Fax: +61(0)3 5172 1201  
Email: support@gippsaero.com*