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SERVICE BULLETIN

TB AIRCRAFT

SB 10-152

55

ATA No.

RECOMMENDED

The technical content of this document is approved
under the authority of DOA No. EASA.21J.013

REFERENCE : MODIFICATION No. MOD10-0230-55

SUBJECT : HORIZONTAL STABILIZER INTERNAL STRUCTURE

EFFECTIVITY : All TB aircraft

REASON :

A. PROBLEM

Field reports of corrosion on horizontal stabilizer spar.

B. REASON

Humidity accumulation on aircraft subject to severe environmental conditions.

C. SOLUTION

Implementation of a regular inspection of the area.

SUMMARY :

A. CREATION OF INSPECTION HOLES

B. INSPECTION

COMPLIANCE :

First application : during the next scheduled inspection.

Next applications (Paragraph B. only) : this inspection must be repeated every 6 years.

PROCURABLE MATERIAL :

- None

CONSUMABLE MATERIAL (Local purchase) :

- Alodine 1200 (MIL-C-5541) or wash - primer

- Epoxy Primer

- Finish paint

- 2 grommets DKK 8/14/18-3 or equivalent

- Clean cloths

- Methyl - Ethyl - Ketone (M.E.K)

- Anti corrosion Wadis 24 (MIL-C-16173D) or equivalent

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TOOLING :

- Standard aeronautical maintenance station tools
- Drill, dia. 1/8" (3.2 mm)
- Counterbore dia. suitable with endoscope dimensions
- Pneumatic vacuum cleaner
- Endoscope

MANPOWER :

- 1 aeronautical mechanic : 2 hours

TECHNICAL INCIDENCES :

- None

ACCOMPLISHMENT INSTRUCTIONS :**NOTE :**

Operations required in this Service Bulletin must be accomplished by persons authorized by their Airworthiness Authorities and according to the procedure described hereafter.

A. CREATION OF INSPECTION HOLES – see Figure 1

- 1) On the bottom surface, drill the 2 inspection holes (1) to dia. 1/8" (3.2 mm)
- 2) Bore to a diameter suitable with the endoscope dimensions, the 2 inspection holes (1) and the 2 drainage holes (2) using a counterbore with its associated guide pin 0.62 in. max (16 mm max). Deburr.
- 3) Vacuum chips and clean area with a clean cloth moistened with M.E.K.
- 4) Protect bare metal with Alodine 1200 or wash-primer, primer and finish paint.

B. INSPECTION – see Figure 1

- 1) Insert the endoscope through the 4 holes to check corrosion on the spar.
- 2) If the inspection does not reveal corroded area, spray Wadis 24 on the spar to protect it.
- 3) If the inspection reveals a corroded area, contact DAHER SOCATA.

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CAUTION

DO NOT PLUG THE DRAINAGE HOLES

- 4) Plug the 2 inspection holes with grommets.
- 5) Make sure all the tools and materials are removed and the work area is clean and free from debris.

UPDATING OF THE AIRCRAFT DOCUMENTATION :

Upon completion of Service Bulletin No. SB 10-152-55 (Reference MOD10-0230-55) "HORIZONTAL STABILIZER INTERNAL STRUCTURE", make an appropriate maintenance record entry.

WARNING : SOCATA considers that it is VERY IMPORTANT for operators to comply with the instructions of this SB.

Operators who arbitrarily ignore the compliance statement indicated in this SB do so at their own risk.

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- 1 – Inspection holes
- 2 – Drainage holes
- 3 – Spar

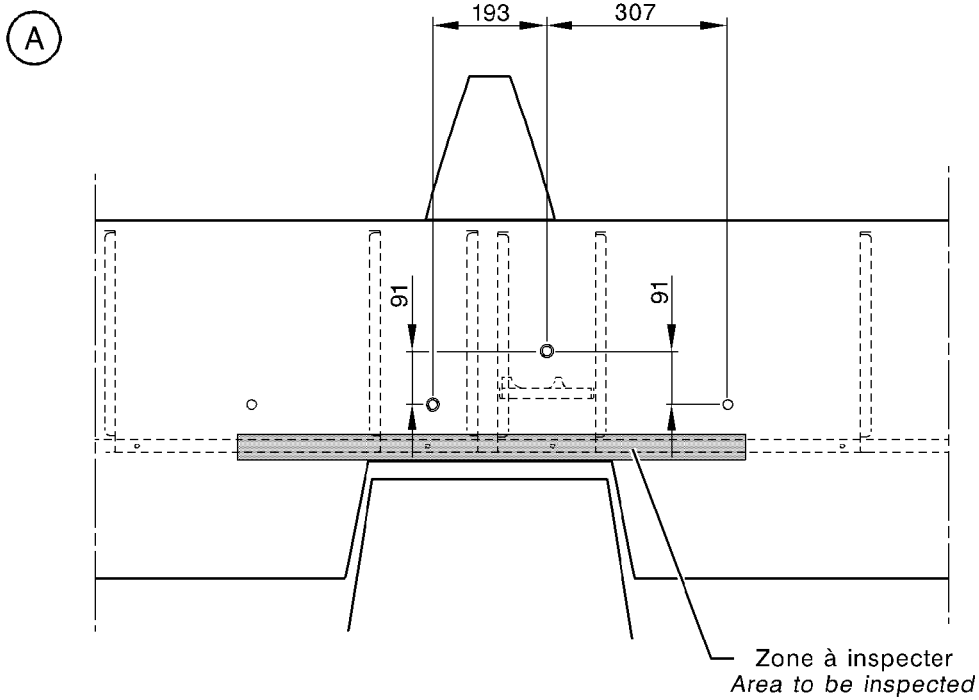
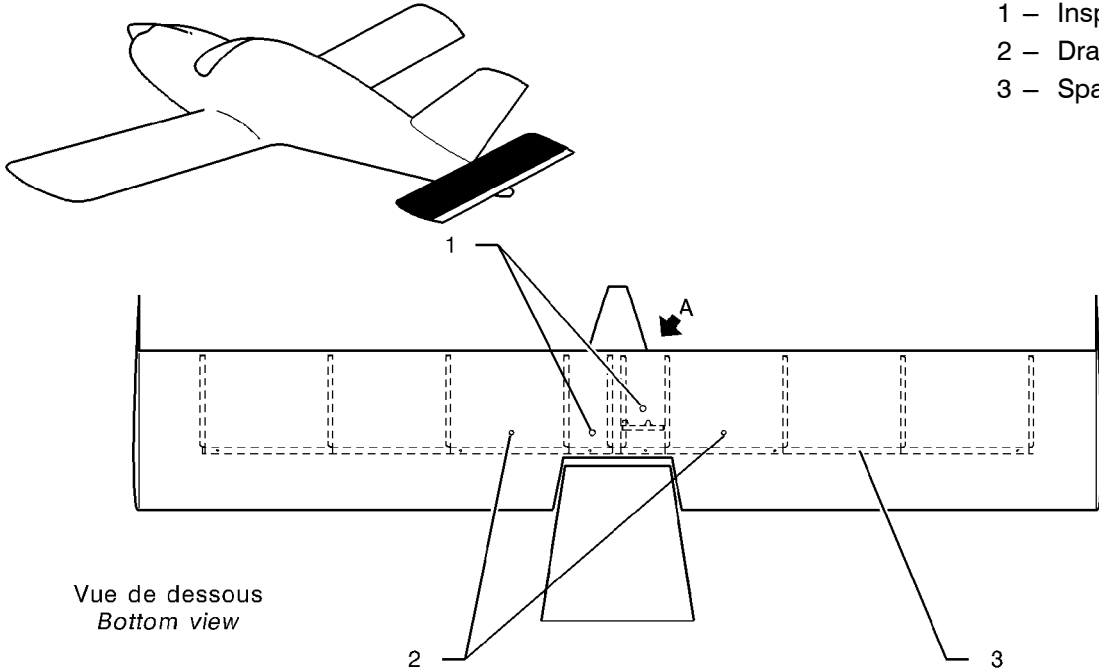


Figure 1 – Inspection of horizontal stabilizer internal structure

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