



A Mahindra Aerospace Company

**SB-GA200-2012-08**

**Issue 2**

**MANDATORY**

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# Service Bulletin

## Subject:

Replacement of wing strut mounting bolts

## Applicability:

All GA200 & GA200C aircraft

## Amendments:

Issue 2: revised inspection times for compliance & prescribes corrective action for inboard strut fitting

## Background:

As a result of a reported case of failure of the strut bolt through the main spar on a GA200C aircraft, GippsAero has issued this Service Bulletin to alert operators and maintenance organisations and to provide inspection and rectification actions

## Compliance:

This Service Bulletin is to be carried out within the next 10 flight hours, then at every 500 flight hours thereafter.

## Applicable Documents:

GA200 or GA200C Service Manual as applicable  
GA200 Illustrated Parts Catalogue  
AC43.13-1B

## Method:

Carry out an in-situ inspection of the port and starboard strut fittings and take appropriate corrective action as follows, refer Service Manual Chapter 57:

1. Remove the main strut/wing fairing assembly and strut/fuselage fairing assembly (if fitted)
2. Support the wing as required. Remove and inspect all three strut attachment bolts in turn
3. Diameters for each fitting should be as specified below:
  - a. 570006-19 inboard (upper) strut fitting – 0.500 to 0.510 inches
  - b. 570006-17 strut fitting main spar – 0.375 to 0.385 inches
  - c. 570006-15 strut fitting rear spar – 0.750 to 0.760 inches
  - d. 570006-13 eccentric bush rear spar – 0.375 to 0.385 inches
4. If hole size is correct, proceed to **Step 9** otherwise proceed to **Step 5**

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5. If the inboard (upper) strut fitting hole diameter is larger than specified in **step 3**, ream the inboard (upper) strut fitting holes on the strut and the fuselage to a diameter of 0.563 to 0.565 inches

**NOTE**

*If reaming the hole would not repair all damage to the fittings, then GippsAero should be notified immediately for corrective action. Care is to be taken when reaming to ensure reamer does not damage surrounding structure*

6. If the main spar hole diameter is larger than specified in **step 3**, ream the main spar strut fitting holes on the strut and the wing spar to a diameter of 0.438 to 0.440 inches

**NOTE**

*If reaming the hole would not repair all damage to the fittings, then GippsAero should be notified immediately for corrective action. Care is to be taken when reaming to ensure reamer does not damage surrounding structure*

7. If the hole diameter for the 570006-13 eccentric bush is larger than specified in **step 3**, replace the bush with a new 570006-13 bush
8. If the rear spar strut hole diameter is larger than specified in **step 3**, notify GippsAero for corrective action
9. Re-attach strut to wing in accordance with the Service Manual, section 57-10-10. The following hardware is to be used in lieu of the original fit:
- Replace AN8-23A bolt with NAS6608-29 bolt, *or*
  - Replace AN8-23A bolt with NAS6609-29 bolt if hole has been reamed oversize
  - Replace AN6-23A bolt with NAS6606-31 bolt, *or*
  - Replace AN6-23A bolt with NAS6607-31 bolt if hole has been reamed oversize
  - Replace AN6-15A bolt with NAS6606-21 bolt
  - Use AN365-820 nut and MS27151-24 Pal Nut
  - Use AN365-918 nut and MS27151-25 Pal Nut
  - Use MS21042-6 nut and MS27151-19 Pal Nut
  - Use AN365-720 nut and MS27151-21 Pal Nut
  - Use AN960- washers as required

**NOTE**

*Existing AN bolts may be replaced with **new** AN bolts of appropriate diameter (standard or oversize) and length for use until a maximum period of 100 flight hours if the prescribed NAS bolts are unavailable immediately*

10. Reassemble using Duralac (barium chromate) mating compound to all attaching hardware. Torque in accordance with Service Manual Chapter 20, Table 1

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

Tel.: +61 (0) 3 5172 1200

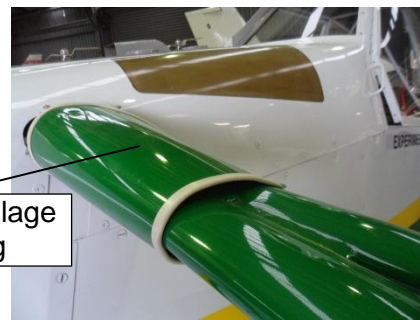
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### APPENDIX A

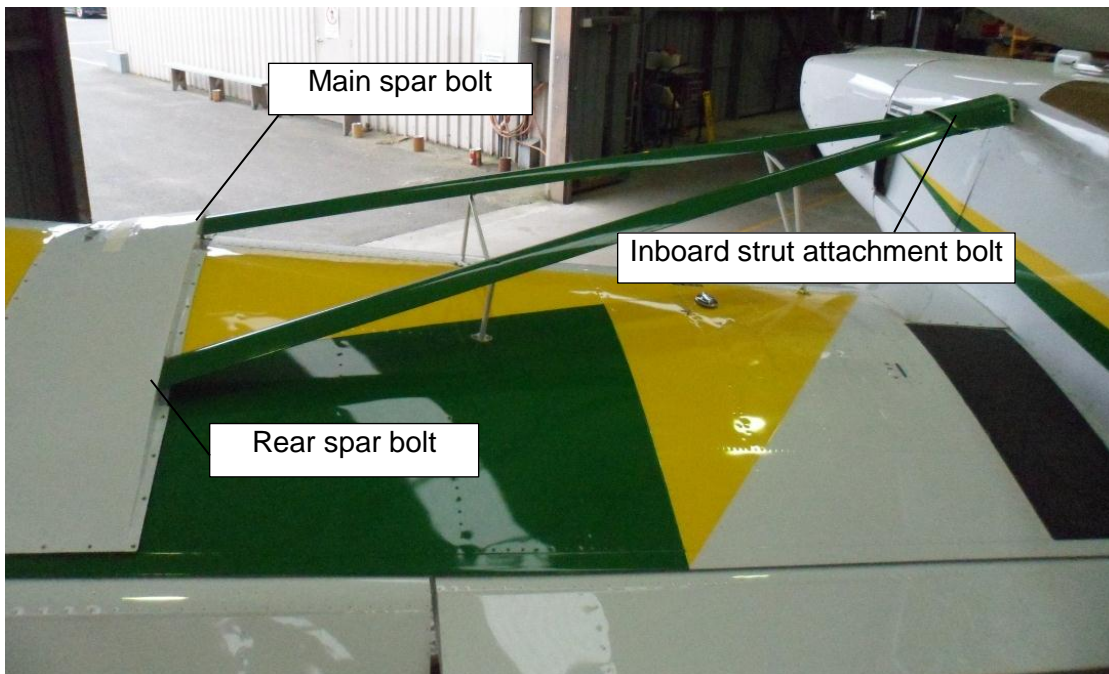


Strut/Wing Fairing



Strut/Fuselage Fairing

Strut Fairings



Main spar bolt

Inboard strut attachment bolt

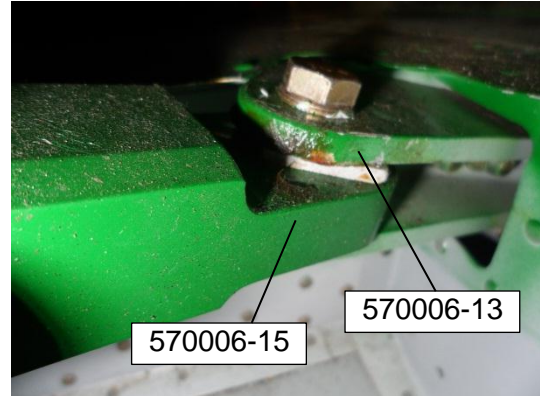
Rear spar bolt

Inboard strut attachment bolt, rear spar bolt & main spar bolt

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Main Strut Attachment



Rear Strut Attachment



Inboard (upper) Strut Attachment