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SB-GA8-2013-99

Issue 1

MANDATORY

Service Bulletin

Subject:

Inspection and modification of Strut Pick-up ribs – Rib no. 5 and Rib no. 6

Applicability:

All GA8 series aircraft

Amendments:

Nil (initial issue)

Background:

Cracks on Rib no. 5 and Rib no. 6 have been detected on several aircraft during routine inspection. This service bulletin aims to provide instructions on modifying the affected area in order to prevent propagation of any crack.

Compliance:

This mandatory service bulletin is to be carried out at each periodic inspection.

Applicable Documents:

GA8 or GA8 TC320 Service Manual as applicable

GA8 Illustrated Parts Catalogue

AC43.13-1B

Weight and Balance:

Negligible effect on weight and balance

Approval:

This modification has been approved pursuant to CASR (1998).

Labour:

A minimum of 1 hour for the inspection and 7 hours for modification (if required) should be allocated to carry out this service bulletin.

Warranty:

Aircraft within the warranty period may claim from GA-warranty@gippsaero.com

Procedure:

Inspection

1. Before any of the procedures prescribed in this service bulletin are carried out, ensure that the aircraft is secured on stable ground, preferably a hanger.
2. Unscrew and remove the strut/fuselage fairings (GA8-570017-013 and GA8-570017-015).
3. Inspect the strut pick-up ribs at the point just below the connection between the wing strut and the fuselage. Refer to Figure 1 below

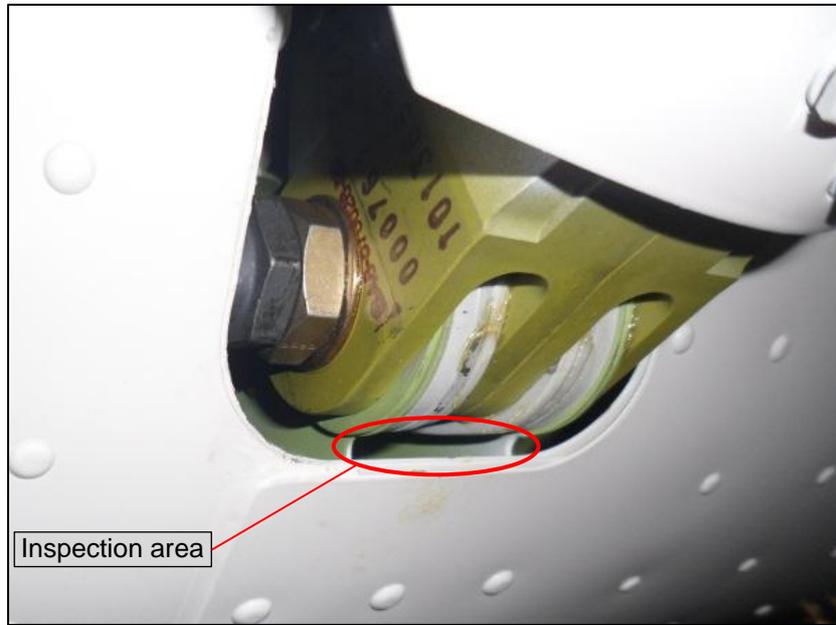


Figure 1: Inspection Region on Strut Pickup Ribs

4. If a crack is found on any of the ribs within the region shown by red circles in Figure 2, proceed to step 5, otherwise skip to step 12.

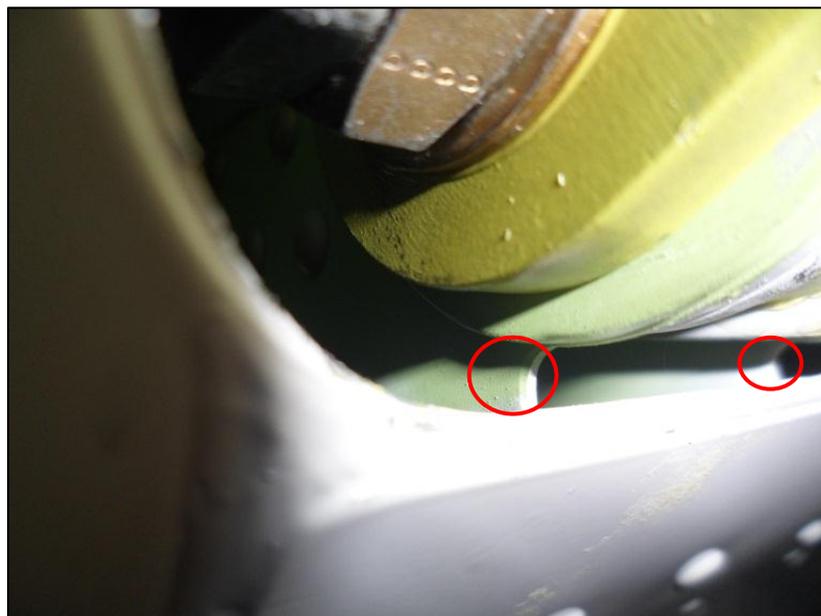


Figure 2: Region of potential crack development

Modification

5. Open up the lower part of the cut out (Figure 3) within the fuselage belly skin to match rib modification prescribed in step 6. Maintain radius of 1.0 in (25.4 mm) around the corners of belly skin.

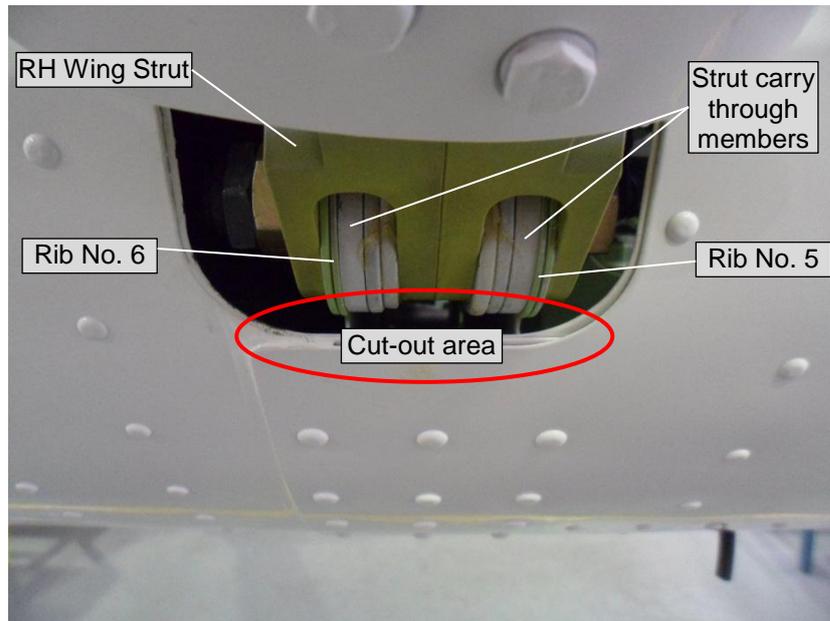


Figure 3: Belly Skin Cut-Out

NOTE:

If necessary, detach the wing strut from the fuselage in accordance with Chapter 57 of the appropriate service manual.

CAUTION:

TAKE EXTREME CAUTION TO AVOID DAMAGE TO SURROUNDING STRUCTURE.

6. Remove minimum material within the shaded area in Figure 4, sufficient to remove the crack and achieve maximum radius.

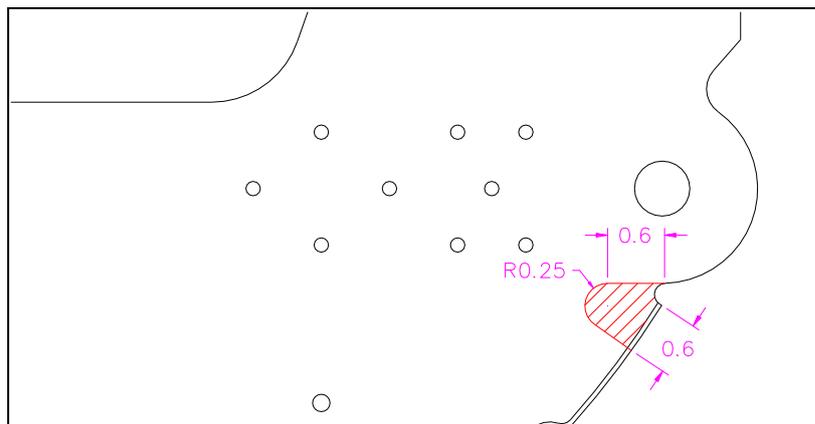


Figure 4: Rib modification

CAUTION:

MODIFICATION OF THE RIB SHOULD BE DONE WITH EXTREME CAUTION TO AVOID DAMAGE TO SURROUNDING STRUCTURE ESPECIALLY TO THE STRUT CARRY THROUGH LAMINATES.

7. After the rib modification, inspect the area again using a suitable NDT method to ensure that the crack has not propagated any further into the rib.
8. If the crack has propagated beyond the shaded area, contact GippsAero immediately for an appropriate repair procedure. Otherwise proceed to step 9
9. Deburr all edges making sure that no sharp edges remain.

CAUTION:

WHILE DEBURRING, ENSURE THAT THE STRUT CARRY THROUGH LAMINATES ARE NOT DAMAGED.

10. Vacuum clean the area ensuring any foreign material and swarf is removed from within the underfloor area.
11. Prime and paint the filed region to cover the exposed edges.

Re-assembly/Completion

12. Re-install the strut/fuselage fairings.

NOTE:

If the wing strut was previously detached, re-attach the strut to the fuselage in accordance with Chapter 57 of the appropriate service manual.

13. Complete the appropriate documentation.

Documentation:

Update aircraft log book to reflect incorporation of this Service Bulletin.

Continuing Airworthiness:

There are no additional continuing airworthiness requirements as part of the implementation of this Service Bulletin.

Compliance Notice:

Complete the Document Compliance Notice and return to GippsAero by mail, fax or email.

DOCUMENT COMPLIANCE NOTICE



A Mahindra Aerospace Company

Document:

SB-GA8-2013-99

Issue 1

Aircraft Serial Number: GA8-_____

Service Bulletin SB-GA8-2013-99 Issue 1 has been incorporated in the above aircraft.

Date: _____

Signed

Print Name: _____

Please post or fax this compliance notice to:

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