



Nomad

ALERT SERVICE BULLETIN

Reference No: 215

TRANSMITTAL LETTER FOR NOMAD SERVICE BULLETIN

SERVICE BULLETIN NO: ANMD-55-27

DATE: 21 May 1990

TITLE: Stabilisers - Horizontal Stabiliser -
Pivot Bearings and Brackets -
Inspection for Side Play

REVISION NO: 1

DATE: 20 September 1990

ACTION: Remove the existing Service Bulletin ANMD-55-27 dated 21 May 1990 and insert the attached Service Bulletin ANMD-55-27, Revision 1 dated 20 September 1990 into Service Bulletin folder and annotate index accordingly.

REASON: Excessive stress may be placed on the tailplane pivot brackets by tightening the nuts on the pivot bolts, if insufficient shims are inserted between each side of each pivot bracket and the bearing in the pivot brackets on the stub fin.

REMARKS: Revision 1 is issued to correct the Tailplane Serial No in para 1.A from GAF-172 to GAF-179.



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STABILISERS - HORIZONTAL STABILISER -
PIVOT BEARINGS AND BRACKETS
INSPECTION FOR SIDE PLAY

1. **PLANNING INFORMATION**

A. Effectivity

Nomad Series aircraft Serial No. N22S-159 to N22S-165 inclusive and N22C-69 fitted with Tailplane Serial No. GAF-179.

B. Reason

Excessive stress may be placed on the tailplane pivot brackets by tightening the nuts on the pivot bolts, if insufficient shims are inserted between each side of each pivot bracket and the bearing in the pivot brackets on the stub fin.

C. Description

A one-off inspection is performed for the presence of shims inserted between the stub fin horizontal stabiliser bearing brackets, and each stabiliser pivot bracket lug, and held in place by the pivot bolts, in such a manner that end float is restricted to between 0.000" and 0.002".

D. Compliance

Before next flight.

E. Approval

This Service Bulletin has been approved pursuant to Civil Aviation Regulation 35 and conforms with Type Certification requirements.

F. Manpower

Estimated at 2 manhours.

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G. Material

None.

H. Tooling - Price and Availability

J. Weight and Balance

None.

K. References

L. Publications Affected

2. **ACCOMPLISHMENT INSTRUCTIONS**

- A. 1. Visually inspect the horizontal stabiliser pivot brackets at the intersection of the lugs with the mounting base for signs of cracking, or cracking of the protective finish, due to overstressing induced by improper bolt clamping loads.

Any cracking or signs of damage to the protective finish are cause for rejection and should be reported to ASTA immediately.

2. Inspect the area between each side of the horizontal stabiliser pivot bearing and the horizontal stabiliser pivot bracket for shims. Both pivot points are to be inspected. Measure across each pivot bracket with a micrometer and record readings.
3. Slacken off both securing nuts and measure again.
4. If the difference between readings is within 0.002 inch, shimming is acceptable. Tighten pivot bolt nuts finger tight and install split pins.
5. If the difference between readings is between 0.002 inch and .010 inch, shim in accordance with Para 2.B. of this service bulletin.
6. If the difference between readings is in excess of 0.010 inch, advise ASTA of the reading and await engineering advice.



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- B.
1. Install shims as required between the pivot bearings and the horizontal stabiliser pivot brackets to give between 0.000 and 0.002 inch end float of the horizontal stabiliser. Shims should be equally distributed between both pivot bearings.
 2. Tighten the pivot bolt nuts finger tight and install split pins.

3. MATERIAL INFORMATION

<u>New P/No.</u>	<u>Qty</u>	<u>Name</u>	<u>Old P/No.</u>	<u>Disposition</u>
1/N-30-291	-	Shim	-	As Required

4. SPECIAL TOOLS AND EQUIPMENT

Micrometer 1" - 2".

5. RECORDING ACTION

Record compliance with SB ANMD 55-27 in the aircraft records.



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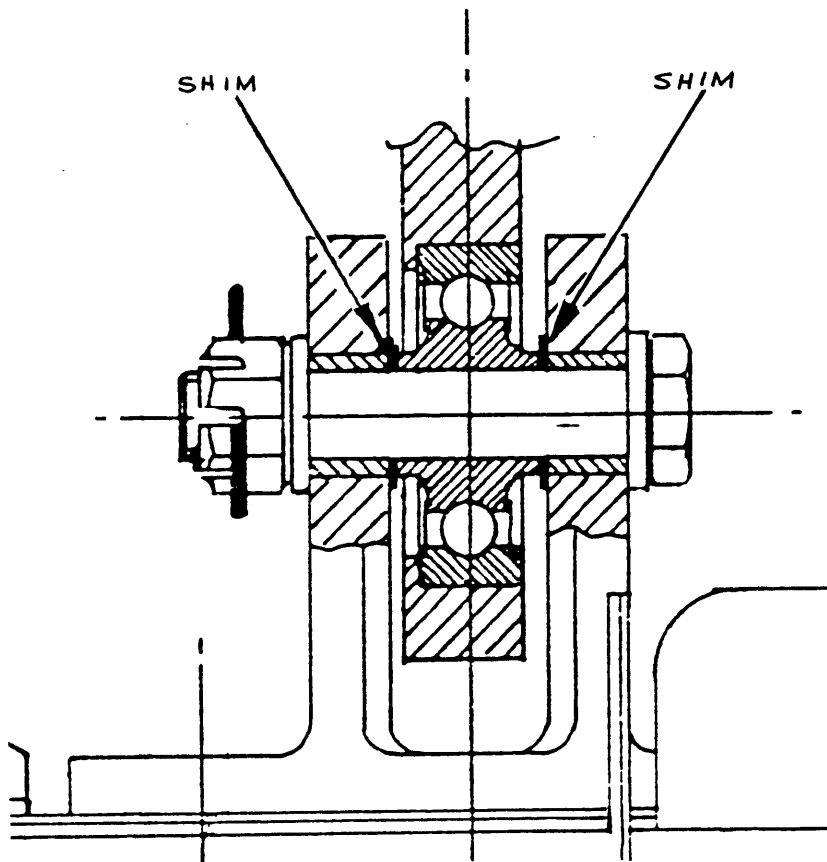


FIGURE 1

LOCATION OF SHIMS BETWEEN HORIZONTAL STABILISER PIVOT BEARINGS
AND HORIZONTAL STABILISER PIVOT BRACKETS