

Nomad **ALERT SERVICE BULLETIN**

LETTER OF TRANSMITTAL

SERVICE BULLETIN NO: ANMD-27-25 DATED: 17th January, 1990

TITLE: Flight Controls - Revised Compliance Requirements for
Embodiment of Nomad service Bulletins NMD-27-9 and NMD-27-15.

REVISION NO: 2 DATE: 17th January, 1990

ACTION: Insert this Service Bulletin and Transmittal Letter into your SB
publication and annotate your index with: Reference No; S.B. No;
Issue Date; Subject. Remove previous Telex Service Bulletin.

REASON: Revision 2: Follow-on to original telex publication. Provides
clarification of effectivity and includes some
editorial changes.

REMARKS:

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FLIGHT CONTROLS - REVISED COMPLIANCE
REQUIREMENTS FOR EMBODIMENT OF
NOMAD SERVICE BULLETINS NMD-27-9 AND NMD-27-15

1. PLANNING INFORMATION

A. Effectivity

All Nomad N22 Series aircraft that have Modification N439 incorporated but whose airframe log books do not record the embodiment of Service Bulletins NMD-27-9 (Modification N211), NMD-27-15 (Modification N63) or ANMD-27-25 Rev. 1 except as indicated below.

- NOTE:
1. All N22S Searchmasters including N22S-159 to -165, had these modifications incorporated at build via C.O. R329 and R381.
 2. SB NMD-27-9 (Mod N211) is not applicable to float equipped, or amphibian aircraft.

B. Reason

Incidents have been reported on aircraft incorporating horizontal stabiliser mass balance trim tabs (Modification N439) where behaviour in pitch has required abnormal corrective action to maintain control of the aircraft. Usually this has been associated with severe turbulence with the aircraft centre of gravity near the aft limit. Incorporation of Modification N211 alleviates this problem.

Revision 2: Follow-on to original telex publication. Provides clarification of effectivity and includes some editorial changes.

C. Description

For description refer to:

- (1) Modification N211 - Horizontal Stabiliser, Revised Control Geometry - Service Bulletin NMD-27-9.
- (2) Modification N63 - Realignment Horizontal Stabiliser Control Pulley - Service Bulletin NMD-27-15.

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Pending incorporation of Service Bulletins NMD-27-9 and NMD-27-15, the aft centre of gravity should not exceed 35 percent MAC for N22 Series aircraft. This limitation is removed when Service Bulletins NMD-27-9 and NMD-27-15 have been complied in accordance with the effectivity.

D. Compliance

Within 100 hours Time in Service after receipt of modification kits but not later than June 30th 1982.

E. Approval

The modifications and recommended limitations detailed herein have been approved pursuant to CAR 35 and conform with the type certification requirement.

F. Manpower

1/2 manhour

G. Material - Price and Availability

Mod kits for N63 & N211 were supplied ex-GAF in 1982.

H. Tooling - Price and Availability

None

J. Weight and Balance

None

K. References

CAA Airworthiness Directive CAO 105 AD/N22/45

L. Publications Affected

None

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2. ACCOMPLISHMENT INSTRUCTIONS

A. Make a placard as detailed below:

UNTIL INCORPORATION OF MOD N211 (SB NMD-27-9) AND MOD N63 (SB NMD-27-15) AFT C.G. LIMIT IS 35 PERCENT MAC.

NOTE: Lettering is to be a minimum of .25 inches high.

B. Fix the placard in clear view of the pilot.

C. Incorporate Service Bulletins NMD-27-9 and NMD-27-15, in accordance with the effectivity requirement of this SB, and subsequently remove the placard installed per paragraph 2A and 2B.

3. MATERIAL INFORMATION

None

4. SPECIAL TOOLS AND EQUIPMENT

None

5. RECORDING ACTION

Record compliance with Alert Service Bulletin ANMD-27-25 Rev 2 in airframe Log Book

Aircraft which comply with this SB at original issue or Revision 1 do not require recertification.

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