
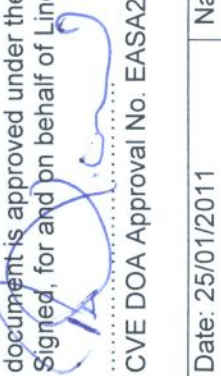


Service Bulletin

1. General	
(a) Service bulletin No:	SB-001
(b) Revision / Date	Rev1-25/01/2001
(b) Title	Change of Clevis Pin Arrangement in Main Tether
(c) Description	Clevis pin/split pin changed to bolt/castle nut and cotter pin, to provide a more secure secondary locking mechanism.
(d) Applicability	All LTL 203T aircraft in service
(e) Effectivity	HF-001 Upwards
<p>Note: Applicability = All types and variants to which the change can be applied. Effectivity = Actual CN group or CN's to which the bulletin has been/ will be applied</p>	
<p>2. Background: The secondary locking arrangement at the upper of the main tether was a clevis-pin, locked in place with a split pin. This arrangement is to be replaced with a grade 8.8 M-42 bolt, fitted with a DIN 935 M42 castle nut and locked in place with a 6.3mm diameter x 85mm long split pin. All information shown on drawing WI-001-A-110 (now raised to issue 4.0).</p>	
<p>3. Compliance: The bolt arrangement and secondary locking mechanism complies with safety factors relevant to single points of failure. New arrangement complies with points: CS31TGB.21 "Loads" CS31TGB.22 "Rigging Case" CS31TGB.33, "Materials" (a and b) CS31TGB.37 "Fastenings"</p>	
<p>4. Consequences of non-compliance (possible): The consequences of non-compliance to this service bulletin are the potential loss of a secondary locking mechanism for the clevis pin. Though, during flight, the clevis pin itself is in tension and would be highly unlikely to loosen, there is a minimal risk that the clevis pin could move when the HiFlyer is moored and the tether is not under tension.</p>	
<p>5. Accomplishment Instructions: Obtain new arrangement drawing and new bolt/secondary locking arrangement from LTL within 4 weeks of notification.</p>	
<p>6. Materials: Materials supplied by LTL, see sections 2 and 3 of this form.</p>	
<p>7. Other Publications Affected: All information shown on drawing WI-001-A-110 (now raised to issue 4.0).</p>	
<p>8. Mass (weight)/Balance: This Service Bulletin implements changes that have little to no effect on mass and balance (<0.1% of MTOM).</p>	
<p>9. Maintenance and Operating Instructions: This Service Bulletin implements little change to the maintenance and operation of the HiFlyer system. The maintenance manual states that the clevis pin should be inspected, the new bolt and secondary locking mechanism should be inspected in the same manner.</p>	
<p>10. Additional Information: N/A</p>	
<p>Complied By: Matt Howard</p>	
Notes: N/A	
<p>Approval Statement I hereby confirm that these instructions are in compliance with all the applicable airworthiness requirements. The technical content of this document is approved under the authority of DOA nr EASA.21J.176 Signed, for and on behalf of Lindstrand Technologies Ltd  CVE DOA Approval No. EASA21J.176</p>	
Date: 25/01/2011	Name <i>Per Lindstrand</i>

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