STABILISERS – HORIZONTAL STABILISER – TRIM TAB CLEARANCE – INSPECTION AND REWORK

1. PLANING INFORMATION

A. Effectivity

(1) All N22 series and N24 series aircraft

(2) Spares Affected

None

B. Reason

Reports from Nomad Operators and ASTA Field Service Representatives have highlighted the fact that a number of Horizontal Stabiliser Trim Tabs do not have sufficient safe clearance between the outboard end of the tab and the stabilisers trailing edge. This Service Bulletin provides a revised tab clearance and rework scheme for those aircraft which do not meet these requirements.

C. Description

Trim Tab clearance gap is to be checked and if below minimum limit a rework is to be carried out.

D. Compliance

(1) The compliance requirements of this Service Bulletin are mandatory.

(2) **Part 1 – Inspection**

Inspection within 20 flying hours of receipt of this Service Bulletin.

(3) **Part 2 – Rework**

Rework to be carried out prior to/or at the next 100 hourly inspection.

E. Approval

The requirement detailed herein has been approved by a person authorised under Civil Aviation Regulation 35 and conforms to the type certification requirements.

F. Manpower

(1) **Part 1 – Inspection**

Approximately 0.5 manhours.

(2) **Part 2 – Rework**

Approximately 4 manhours per Trim Tab.

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G. Material – Price and availability

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Obtain parts from own stock or local sources.

H. **Tooling**

None required

I. **Weight and Balance Change**

None

J. **References**

Maintenance Manual Chap 27–00–06

K. **Publications Affected**

Inspection Requirements Manual

2. **ACCOMPLISHMENT INSTRUCTIONS**

A. **Part 1 – Inspection**

Measure the LH and RH Horizontal Stabiliser Trim Tabs end clearances, between the Trailing edge and the Trim Tab.

NOTE

Measured clearance must be within 0.10 in min to 0.25 in max.

B. **Part 2 – Rework**

(1) Ascertain whether or not the required gap can be achieved by trimming any existing excess skin from the Horizontal Stabiliser Trailing Edge (preferably) and/or the Trim Tab (Ref Fig 1). If so, rework Trim Tab and Horizontal Stabiliser Trailing Edge as instructed by the following steps:–

(a) Trim off excess skin flush with Riblet.

(b) Remove any sharp edges.

(c) Touch up bare metal surfaces with Alodine and Barium Chromate Primer.

(d) Verify that the Trim Tab end clearance is within the specified limits.

(2) If the removal of the excess skin from the Trim Tab and Horizontal Stabiliser Trailing Edge does not result in an acceptable gap, rework Trim Tab as instructed by the following steps:–

(a) Remove Trim Tab from Horizontal Stabiliser (Ref MM Chap 27–00–06).

(b) Drill off the existing rivets attaching the Outboard Riblet to the Trim Tab (Ref Fig1).

(c) Reposition the Riblet inboard sufficient to achieve the required Trim Tab clearance of 0.10 in min and mark.

(d) Determine the minimum skin hole size required to ensure the correct clearance following the relocation of the Riblet inboard (Ref Fig 1, View A) so that it matches one of the rivet sizes listed in the Materials information.

NOTE

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- A minimum edge distance of 1.5 times the fastener diameter must be achieved. Pay particular attention to the two outer outboard holes on the mass balance welded support assembly (Ref Fig 1, View B).
- Ensure adequate clearance is available for the rivet tails to form adjacent to the Riblet bend radii.
- To achieve the above, if required a new Riblet may be manufactured from 0.016 in 2024–T3 (QQ–A–250/S–T3) using the original as a template.

(e) Remove the Riblet from the Trim Tab.

(f) Drill the skin to the new rivet hole size (Ref Fig 1, View A).

(g) Clamp the Riblet in the new location and drill out to the new hole size using the skin as a template.

(h) Fasten the Riblet in position using the correct size rivet (Ref Materials Information).

(I) Trim off the excess skin on the Trim Tab to be flush with the Riblet.

(j) Install the Trim Tab to the Horizontal Stabiliser (Ref MM Chap 27–00–06).

(k) Verify that the Trim Tab clearance is within the specified limits.

(3) **MATERIALS INFORMATION**

Allowable Fasteners

Part No	Qty	Description	Hole Limits (in)
CR3223–4–1	AR	Rivet	0.129–0.132
CR3243–4–1	AR	Rivet	0.143–0.146
CR3223–5–1	AR	Rivet	0.160–0.164
CR3243–5–1	AR	Rivet	0.176–0.180

NOTE

Use –2 rivets for welded support assembly (Ref Fig 1, View B).

(4) **SPECIAL TOOLS AND EQUIPMENT**

None

(5) **RECORDING ACTION**

Record compliance with Service Bulletin NMD–27–46 in the Airframe Log Book.

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