



GOVERNMENT AIRCRAFT FACTORIES

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In Reply Quote S/B NMD-39-1
Revision 1

6th February, 1981

SUBJECT: NOMAD SERVICE BULLETIN NMD-39-1 - REVISION 1

Ladies and Gentlemen,

Service Bulletin NMD-39-1 (Reference No. 41) is now issued as Revision 1 and incorporates the following changes.

- (1) Page 1 of 7, Para 1A(1)
List of N22 Series aircraft affected revised.
- (2) Page 1 of 7, Para 1A(2)
Reference to reworking of spare ASI's added.
- (3) Page 2 of 7, Para 1D, Part 2
Part 2 compliance revised to include 200 hours time in service limitation.
- (4) Page 2 of 7, Para 1E
Para 1E reworded.
- (5) Page 4 of 7, Para 2, Accomplishment Instructions, Part 2,
Step (iii)(a)
"new" added before "overhaul".
Part No EA 5173(4) GAF now reads EA-5173-(5)-GAF.
Reference to dial Part No deleted.

Step (iii)(b)
"new" added before "overhaul".
Part No EA 5173(5) GAF now reads EA-5173-(6)-GAF.
Reference to dial Part No deleted.

Step (iii) NOTE 1
Reference to dial Part No deleted.
Part No EA 5173(4) GAF now reads EA-5173-(5)-GAF.

Step (iii) NOTE 2

Reference to dial Part No deleted.

Part No EA 5173(5) GAF now reads EA-5173-(6)-GAF.

(6) Page 5 of 7, Para 3A, Part 2

Part No EA 5173-4-GAF now reads EA-5173-(5)-GAF.

Part No EA 5173-2-GAF now reads EA-5173-(2)-GAF.

Part No EA 5173-5-GAF now reads EA-5173-(6)-GAF.

(7) Page 5 of 7, Para 3B

"Paint as required for dial markings" added.

Reference to reworking of ASI's and parts required to modify each indicator deleted.

(8) Page 5 of 7, Para 3C.

Part No EA 5173-2-GAF now reads EA-5173-(2)-GAF.

Reference to Para 1A(2) added.

(9) Page 5 of 7

Signatures deleted.

(10) Page 6, Figure 1

Part No EA-5173(4)-GAF now reads EA-5173-(5)-GAF

"Dial Part No 1A/N-80-442" deleted.

(11) Page 6, Figure 2

Part No EA-5173(5)GAF now reads EA-5173-(6)-GAF

"Dial Part No 2A/N-80-442" deleted.



W. HENDERSON
PRODUCT SUPPORT MANAGER



SERVICE BULLETIN

SUBJECT: AIRSPEED INDICATOR MODIFICATION TO DIAL MARKINGS

1. Planning Information

A. Effectivity

(1) Aircraft Affected

Nomad N22 Series Aircraft

N22-2	N22B-15M	N22B-27	N22B-50
N22-3M	N22B-16M	N22B-31M	N22-51M
N22-4	N22B-17M	N22B-35	N22B-52M
N22B-5M	N22B-18M	N22B-37	N22B-53
N22B-6M	N22B-19M	N22-40M	N22B-54M
N22B-7	N22B-20M	N22-41M	N22B-58
N22-8M	N22B-21M	N22-43M	N22B-59
N22-9M	N22B-22M	N22-45M	N22-63M
N22B-11M	N22B-23M	N22-47M	N22B-65M
N22B-12M	N22-24M	N22-48M	N22B-67M
N22B-13M	N22B-25	N22-49M	

(2) Spares Affected:

<u>Part No.</u>	<u>Nomenclature</u>	<u>Recommended Disposition</u>
EA-5173-(2)-GAF	Airspeed Indicator	* Rework

* Spare airspeed indicators are to be reworked to revised markings and the part number changed (Ref Figures 1 and 2). The rework is to be carried out in an approved instrument workshop.

B. Reason

To conform with current Australian requirements applicable to turbo prop aircraft:-

- (1) The old nomenclature and dial markings of V_{NE} -Never exceed speed, and V_{NO} -Normal operating speed is to be substituted with the current nomenclature of V_{MO} -Maximum Operating speed.

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(2) V_{MC} is updated from 62kts to 66kts for N22B aircraft only.

C. Description

The dial markings of the airspeed indicator are to have coloured arcs referring to V_{NE} and V_{NO} deleted and replaced by one single red radial referring to V_{MO} at 172kts.

NOTE: The normal operating limitation is not affected as $V_{MO} = V_{NO} = 172$ kts.

N22B aircraft will have ASI dials red radial at 62kts remarked at 66kts.

D. Compliance

On receipt of the new Flight Manual (dash -2) which incorporates general amendment G.1 for aircraft on D.O.T. (Australian) Register.

N22 - Flight Manual publication 12.28-2
N22B - " " " 12.28B-2

and for aircraft on C.A.A. (P.N.G.) Register

N22 - Flight Manual publication 12.28 (P.N.G.)-2
N22B - " " " 12.28B (P.N.G.)-2

(these flight manuals are D.O.T. (Australia) publications with the C.A.A. (P.N.G.) supplement).

Part 1. of the accomplishment is to be carried out at the earliest opportunity not exceeding the next 100 hourly inspection.

Part 2. incorporation of the new dial markings is to be carried out at the next ASI overhaul, repair or replacement, or within the next 200 hours time in service whichever occurs first after receipt of this bulletin.

E. Approval

The rework detailed herein has been approved pursuant to Air Navigation Regulation 40 and conforms with the type certificate requirements.

F. Manpower

Approximately 1/2 manhour per ASI dial when dismantled.

G. Material Price and Availability

The parts required per Para 3A and B may be procured through the operators local distributor.

Price and availability of these items, if required by the distributor, can be provided as requested.

H. Tooling, Price and Availability

Nil.

I. Weight & Balance

Nil.

J. References

IPC - 39-10-01

K. Publications Affected

Flight Manual, Publications 12-28 - 12-28B : 12-28B (P.N.G.): 12-28 (P.N.G.) Illustrated Parts Catalogue, Publication 12.22.

2. Accomplishment Instructions

WARNING: TO AVOID INJURY TO PERSONNEL OR DAMAGE TO EQUIPMENT, MAKE CERTAIN ADEQUATE PRECAUTIONS ARE TAKEN WHILE PERFORMING ANY WORK IF ELECTRICAL POWER IS APPLIED TO THE AIRCRAFT.

CAUTION: ELECTRICALLY GROUND THE AIRCRAFT.

PART 1 Interim Markings

- (i) Affix a placard with the caption as per Figure 3 adjacent to the L.H. ASI in location shown.
- (ii) When optional R.H. ASI fitted affix similar placard as item (i) above.

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PART 2 Replacement of ASI

- (i) Switch A/C power off.
- (ii) Remove airspeed indicator (P/No. EA-5173-(2)-GAF) from the left instrument panel assy (P/No. 1/N-80-183) and from the right instrument panel assy (P/No. 1/N-80-184) when optional R.H. ASI fitted.

(iii) (a) N22 Aircraft

Replace with the new, overhauled, repaired or reworked unit which has dial markings conforming to Figure 1. Replacement unit is identified by P/No. 1/N-80-442 or EA-5173-(5)-GAF.

(b) N22B Aircraft

Replace with the new, overhauled, repaired or reworked unit which has dial markings conforming to Figure 2. The replacement unit is identified by P/No. 2/N-80-442 or EA-5173-(6)-GAF.

NOTE: 1 ASI with dials reworked to Figure 1 by G.A.F. will be P/No. 1/N-80-442. ASI supplied by Edo-Aire ex factory will have marked P/No. EA-5173-(5)-GAF.

NOTE: 2 ASI with dials reworked to Figure 2 by G.A.F. will be P/No. 2/N-80-442. ASI supplied by Edo-Aire ex factory will have marked P/No. EA-5173-(6)-GAF.

NOTE: 3 Dials must be kept with their diaphragm capsules, since the dials are matched with the capsules.

NOTE: 4 When L.H. and R.H. instruments are fitted and only one of the instruments is replaced or reworked to the above requirements, similar replacement or rework must be accomplished for the second ASI, or the placard fitted as per Part 1.

NOTE: 5 Dial markings must correspond with Flight Manual data. As a check, compare the dial markings with those of the Flight Manual particular to the aircraft.

- (iv) After embodiment of instructions contained in Part 2 above, remove placards if fitted (Ref Part 1 of these instructions).

3. Material Information

A. Parts Required per Aircraft

Part 1 Locally manufacture, as required, label from Metcal, scotchcal
(colour red) or suitable equivalent as per Figure 3.

Part 2

	<u>New Part No.</u>	<u>Qty</u>	<u>Nomenclature</u>	<u>Old Part No.</u>
(N22)	(1/N-80-442 - (or (EA-5173-(5)-GAF	AR	Airspeed Indicator	EA-5173-(2)-GAF
(N22B)	(2/N-80-442 - (or (EA-5173-(6)-GAF	AR	Airspeed Indicator	EA-5173-(2)-GAF

B. Parts Required to Modify Spares

Paint as required for dial markings.

C. Removed Parts

<u>Part No.</u>	<u>Nomenclature</u>	<u>Recommended Disposition</u>
EA-5173-(2)-GAF	Airspeed Indicator	Rework (Ref Para 1A(2))

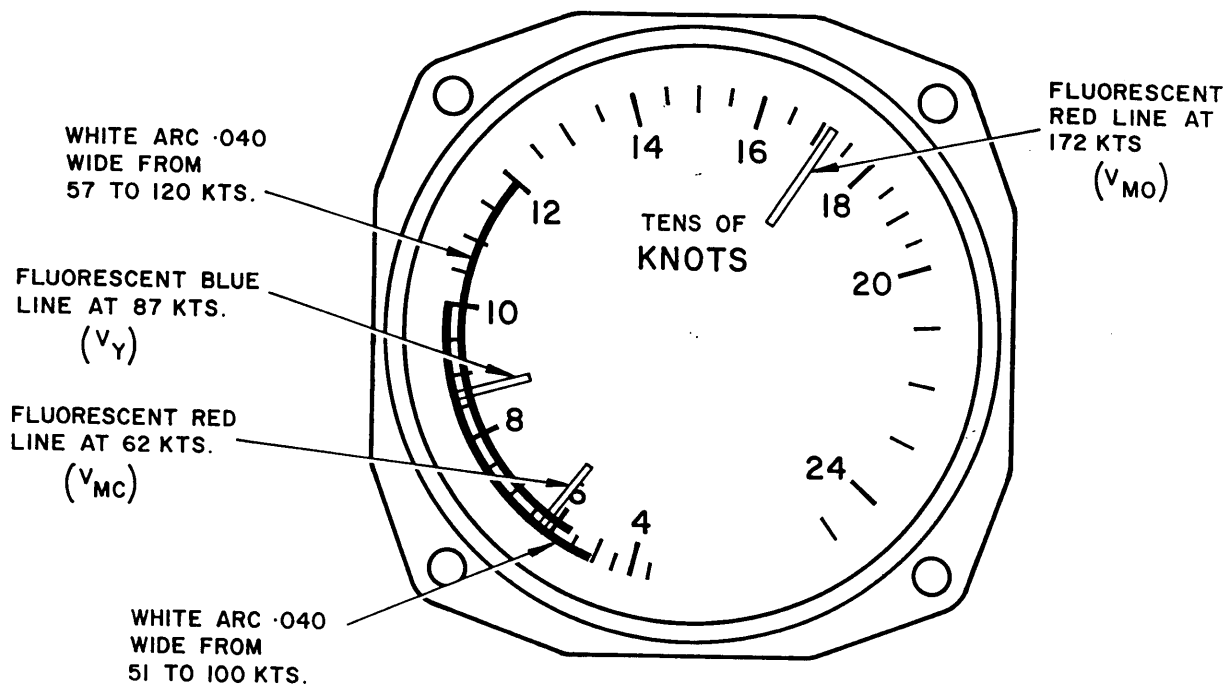
D. Special Tools and Equipment Required

None.

4. Recording Action

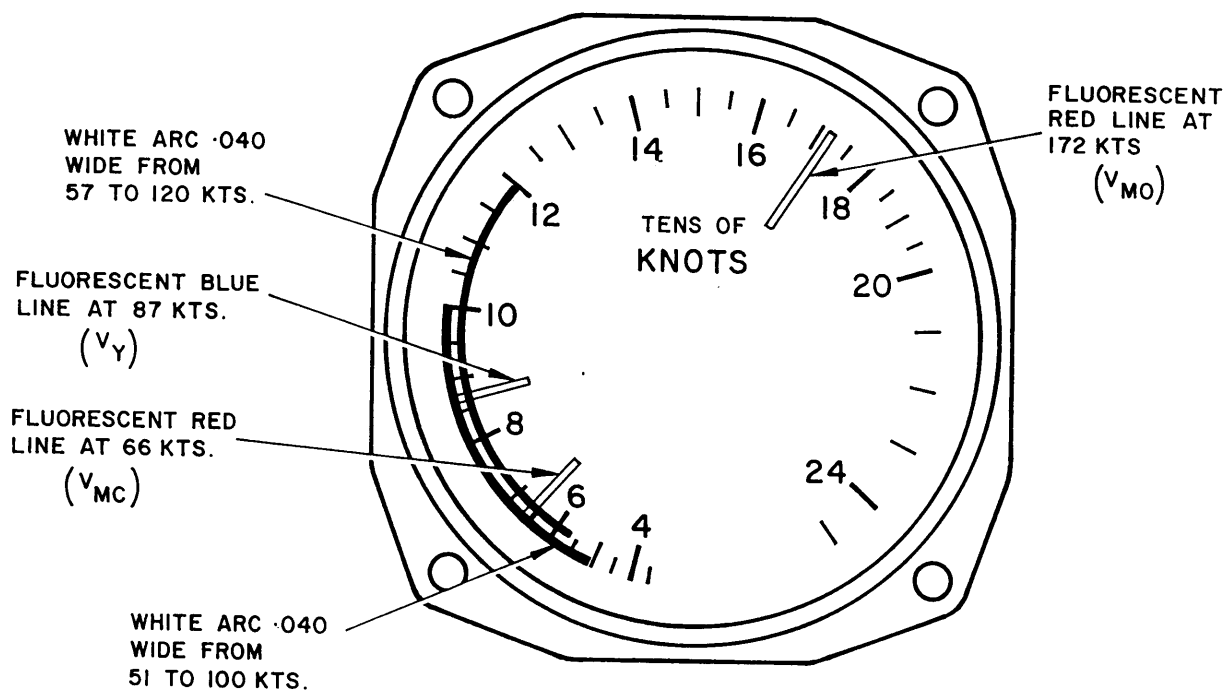
Record compliance with Part 1 of the S/B in the aircraft log book.

Record compliance with Part 2 of this S/B in the aircraft log book as compliance with Mod N222 (Deletion of ASI from basic aircraft build standard) and incorporation of Option G251B for L.H. mounted ASI; and G252B for R.H. mounted ASI.



ASI FOR N22 PART N° 1/N-80-442 OR EA-5173-(5)-GAF

FIG. 1



ASI FOR N22B PART N° 2/N-80-442 OR EA-5173-(6)-GAF

FIG. 2

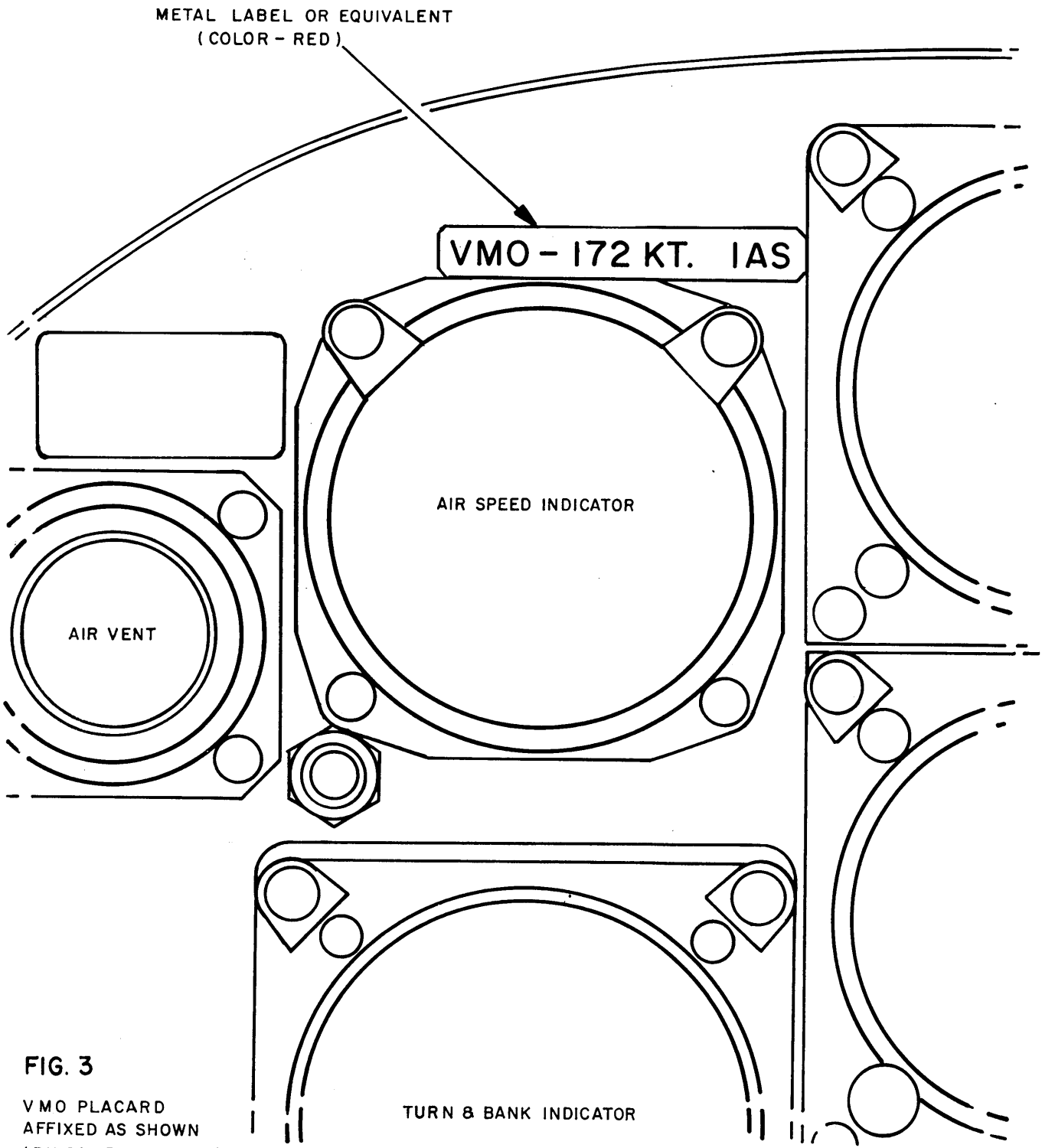


FIG. 3
VMO PLACARD
AFFIXED AS SHOWN
(RH PANEL SIMILAR)