# Nomad
# SERVICE BULLETIN

Reference No 261

## TRANSMITTAL LETTER
## FOR
## SERVICE BULLETIN NMD-53-17

## FUSELAGE – FORWARD SECTION – RUDDER TORQUE SHAFT BEARING HOUSING ATTACHMENT BOLTS — INSPECTION

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**Reason**

1. An inspection by ASTA has revealed that on some aircraft the nuts on the rudder torque shaft bearing housing attachment bolts are not in safety.

**Instructions**

2. Insert Service Bulletin NMD-53-17, dated 27 June 94, into the Service Bulletin Publication and annotate the index accordingly.

**Revision Status**

Original 27 June 94

D J PILKINGTON

TECHNICAL SERVICES MANAGER



AEROSPACE TECHNOLOGIES OF AUSTRALIA
A.C.N. 008 622 008

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# SERVICE BULLETIN

## FUSELAGE — FORWARD SECTION — RUDDER TORQUE SHAFT BEARING HOUSING ATTACHMENT BOLTS — INSPECTION

### 1. PLANNING INFORMATION

#### A. Effectivity

(1) **Aircraft Affected**

All N22 series and N24 series aircraft which have not complied with this service bulletin.

(2) **Spares Affected**

All spares stock of Bearing Housing PN 1/N–10–572.

#### B. Reason

An inspection by ASTA has revealed that on some aircraft the nuts on the rudder torque shaft bearing housing attachment bolts are not in safety, ie the bolt end must protrude a minimum of 1/32 in (0.031 in) past the nut outer face.

#### C. Description

The nuts and bolts are to be inspected to determine if the nuts are in safety. Where the nuts are not in safety, the bolt heads are inspected to determine if the radius is riding on the bearing housing. Rectification is by countersinking the bolt holes and/or installing longer bolts.

#### D. Compliance

(1) The inspection and rectification for in service bolts is mandatory at the next 100 hourly service.

(2) Spare bearing housings are to be inspected and if required countersunk to accommodate the radius of the fitted bolt. This should be carried out not later than 12 months from receipt of this service bulletin.

#### E. Approval

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

#### F. Manpower

Inspection — 15 minutes

Bolt replacement — 5 hours maximum (eight bolts)

Spares stock — 15 minutes per item

#### G. Materials — Price and Availability

None.

#### H. Weight and Balance

None.

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I. **References**

Maintenance Manual Chap 27–20–09

Illustrated Parts Catalogue Chap 53–14–01

J. **Publications Affected**

Illustrated Parts Catalogue

2. **ACCOMPLISHMENT INSTRUCTIONS**

A. **Aircraft Fitted Bolts**

(1) Gain access to the nuts securing the lower rudder torque shaft bearing assembly PN 1/N–10–572 (Ref IPC Chap 53–14–01 Fig 1–8) at both RH and LH positions (Ref MM Chap 27–20–09).

(2) Check the nuts and ensure they are in safety (the bolt end must protrude a minimum of 1/32 in (0.031 in) past the nut outer face.

(3) Where nuts are found to be out of safety, inspect the bolt head for the radius riding on the bearing housing.

(4) If the bolt head radius is riding on the bearing housing, remove the bolt and countersink the bolt hole as required. Refit the bolt.

(5) If the nuts are still out of safety, replace the original Bolt PN NAS1104–3 with Bolt PN NAS1104–4 and original Bolt PN NAS1104–4 with Bolt PN NAS1104–5.

(6) When nuts are in safety touch up with Alodine and prime according to standard aircraft practices.

(7) Carry out a FOD check and replace all access panels.

B. **Spares Stock**

(1) Inspect spare bearing housings PN 1/N–10–572 and countersink bolt holes as required.

(2) Touchup with Alodine and prime accordingly.

3. **MATERIALS INFORMATION**

None.

4. **RECORDING ACTION**

A. For in situ rework, record compliance with Service Bulletin NMD–53–17 in Airframe Log Book.

B. Reidentify reworked spares with service bulletin number NMD-53–17.



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