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SB-GA8-2005-23

Issue 8

MANDATORY

Service Bulletin

1 Subject:

Forward Cargo Door Slide

2 Applicability:

Table 1: Aircraft Applicability.

AIRCRAFT	SERIAL NUMBER(s)
GA8 & GA8-TC 320	All GA8 and GA8-TC 320 Aircraft.

3 Amendments:

Issue 1: Initial Issue.

Issue 2: Background amplified. 13 Sep 2005.

Issue 3: Service Bulletin was rewritten in total. GippsAero Reference GAE11#843.

Issue 4: Inspection of operating rod and requirement for handle with integrated stop added. Template updated. GippsAero Reference GAE11#2371.

Issue 5: Door handle part number amended, Part C compliance date extended. Typos corrected. GippsAero Reference GAE11#2483.

Issue 6: Service Bulletin rewritten in total and Part D added. GippsAero Reference GAE11#2415.

Issue 7: Part B Revised and formatting updated. GippsAero Reference GAE11#2808.

Issue 8: Revised to improve clarity & compliance schedule. Refer to change bars. GippsAero Reference GAE11#2816.

4 Background:

Following in-flight rear cabin door separations from GA8 and GA8-TC 320 aircraft, this Service Bulletin provides a programme of inspections and upgrades to the door tracks and latching mechanism.

PART A: Requires installation of a backing plate to forward door slider. Gives ongoing inspection and serviceability criteria of the forward cargo door slide.

PART B: Provides an inspection and upgrades for the door latch operating rod.

PART C: Requires installation of a door handle with an integral stop.

PART D: Requires installation of a physical stop to the forward cargo door slide.

5 Compliance:

Initial and recurring compliance requirements are given below.

Table 2: Compliance Requirements for SB-GA8-2005-23

Part	Applicability	Initial Compliance	Recurring Compliance
A1	All aircraft in Table 1.	Within 50 Flight Hours or 2 calendar months, whichever is sooner.	-
A2	All aircraft in Table 1.	At next scheduled 100-hourly or annual inspection.	At each 100-hourly or annual inspection.
B1	All aircraft in Table 1.	Within 50 Flight Hours or 2 calendar months, whichever is sooner.	At each 100-hourly or annual inspection.
B2	All aircraft in Table 1.	When required by PART B1.	-
B3	All aircraft in Table 1.	When required by PART B1.	-
C	All aircraft in Table 1.	Within 150 Flight Hours or 4 calendar months, whichever is sooner.	-
D1	All aircraft in Table 1.	Within 50 Flight Hours or 2 calendar months, whichever is sooner.	-
D2	All aircraft in Table 1.	When required by PART D1.	-

6 Weight and Balance:

There is negligible effect to the weight and balance of the aircraft.

7 Approval:

This Service Bulletin has been approved in accordance with the requirements of Australian Civil Aviation Safety Regulation 21.095 (1998).

8 Parts:

The materials required to complete **PART A** of this Service Bulletin are detailed in Table 3.

Table 3: PART A Kit Number SB-GA8-2005-23-01.

ITEM	PART NUMBER	DESCRIPTION	QTY
1	GA8-521022-225	Notched Slide-Centre	1
2	GA8-521022-227	Notched Backing Plate	1
3	MS24694-S65	Structural Screw	2
4	AN3-11	Bolt	1
5	AN960-10L	Washer thin	1
6	AN310-3	Castle nut	1
7	MS24665-132	Split pin	1
8	GA8-521022-153	Forward Slide Gauge	1

The materials required to complete **PART B** of this Service Bulletin are detailed in Table 4.

Table 4: PART B items.

ITEM	PART NUMBER	DESCRIPTION	QTY
9	GA8-521012-055	Actuating Rod Assy	1
9-A	GA8-521022-231	Actuating Rod Fitting	2
9-B	GA8-521022-233	Rear Door Rod End, ¼"	2
9-C	NAS601-10 ¹	Screw, Machine, Pan Head	6
9-D	MS21042-06 ²	Nut, Self-Locking, Reduced Hex	6
9-E	MS35338-43	Washer, Lock-Spring	3
9-F	AN525-10R11	Screw, Washer Head	1

The materials required to complete **PART C** of this Service Bulletin are detailed in Table 5.

Table 5: PART C items.

ITEM	PART NUMBER	DESCRIPTION	QTY
10	GA8-521012-047 ³	Door Handle	1
11	GA8-521022-159	Handle Bush	1

The materials required to complete **PART D1** of this Service Bulletin are detailed in Table 6 and Table 7.

Table 6: PART D1 Kit Number SB-GA8-2005-23-04.

ITEM	PART NUMBER	DESCRIPTION	QTY
12	GA8-521022-221	Centre Rail Aft Stop	1
13	GA8-521022-223	Radiused Washer	2
14	MS24694-S6	Structural Machined Screw	2
15	MS21042-08	Nut, Self-Locking	2
16	MS24665-132	Split pin	1

Table 7: Compounds

ITEM	COMPOUND	DESCRIPTION
C1	Silicone	Sealant, Silicone, General Purpose, Neutral Cure.
C2	Duralac	Duralac Jointing Compound
C3	Grease	General Purpose Grease, MIL-PRF-81322 or equivalent: Aeroshell Grease 22, Mobil Grease 28, Rheolube 733.
C4	Loctite 222	Thread locking compound
C5	Primer	MIL-PRF-23377 Type I & II Class C2
C6	Topcoat	Polyurethane topcoat, Colour "Horizon Grey". MIL-PRF-85285 Type I Class H or equivalent.

¹ Acceptable alternatives: MS51957-31, MS16995-19, NAS601-12.

² Acceptable alternatives: MS21083-N06, AN364-632A

³ Acceptable alternative: P/No. GA8-521012-051.

The materials also required to complete **PART D1** of this Service Bulletin, if not completing **PART A** or **PART D2**, are detailed in Table 8.

Table 8: PART D additional items.

ITEM	PART NUMBER	DESCRIPTION	QTY
1	GA8-521022-225	Notched Slide-Centre	1
2	GA8-521022-227	Notched Backing Plate	1

9 Parts Availability:

New parts can be obtained directly from GippsAero.

Tel: +61 (0)3 5172 1200

Fax: +61 (0)3 5172 1201

Email: PARTS@gippsaero.com.au

10 Labour:

Table 9 details the approximate time that should be allocated for completing the requirements of each Part in this Service Bulletin.

Table 9: Allocated time for completing each Part.

PART	APPROXIMATE TIME REQUIRED
A1	30 minutes
A2	15 minutes
B1	60 minutes
B2	60 minutes, if required.
B3	60 minutes, if required.
C	45 minutes
D1	60 minutes
D2	60 minutes, if required.

11 Warranty:

Aircraft under warranty may claim the direct cost of carrying this Service Bulletin via GippsAero Customer Service.

Tel: +61 (0)3 5172 1200

Fax: +61 (0)3 5172 1201

Email: Support@gippsaero.com.au

12 Accomplishment Instructions:

GENERAL NOTES:

Ensure the aircraft is prepared for maintenance and that appropriate safety precautions are taken when performing work outlined in this Service Bulletin.

Unless otherwise specified, reference to the GA8 Service manual as well as FAA AC43.13-1B should be made when carrying out the procedure prescribed in this Service Bulletin. In case of discrepancy between the Service Manual and the AC, the Service Manual takes precedence.

When carrying out work outlined by this Service Bulletin, care is to be taken to ensure damage to surrounding structure and installations does not occur.

Torque all fasteners in accordance with the GA8 Service Manual unless stated otherwise. Values are for dry (unlubricated) threads unless shown otherwise.

WARNING:

IT IS THE RESPONSIBILITY OF ALL PERSONNEL TO ENSURE WORK HEALTH AND SAFETY REQUIREMENTS ARE MET AT ALL TIMES. ALL PERSONNEL MUST COMPLY WITH ALL WORK HEALTH AND SAFETY REQUIREMENTS AS DEFINED OR RECOMMENDED BY:

- **EQUIPMENT OEM INSTALLATION AND OPERATION MANUALS;**
- **AIRCRAFT MAINTENANCE AND OPERATION MANUALS;**
- **ASSOCIATED AIRCRAFT MODIFICATION INSTRUCTIONS;**
- **RELEVANT NAA REGULATIONS AND ADVISORY DOCUMENTATION;**
- **ORGANISATION MANUALS, INCLUDING NAA ENDORSED OPERATIONAL AND MAINTENANCE MANUALS; AND**
- **RELEVANT LOCAL, STATE AND FEDERAL GOVERNMENT REQUIREMENTS.**

WARNING:

READ THE APPLICABLE MATERIAL SAFETY DATA SHEET (MSDS) FOR ANY MATERIAL/CONSUMABLE USED DURING THE ACCOMPLISHMENT OF THIS SERVICE BULLETIN AND EMPLOY ANY RECOMMENDED PERSONAL PROTECTIVE EQUIPMENT (PPE) CONTAINED THEREIN.

NOTE:

Unless stated otherwise, hardware removed during the procedure below is to be inspected and re-used if serviceable.

12.1 PART A1: SLIDER BACKING PLATE INSTALLATION

1. Open the door handle so that the door swings out to gain access to the Forward Cargo Door Slide Assembly, see Figure 1 below.

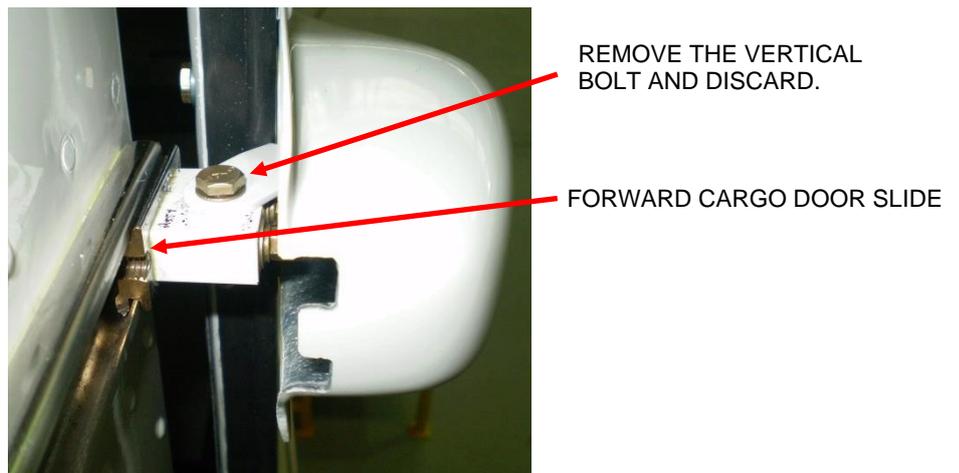


Figure 1: Forward Cargo Door Slide with door swung open.

2. Inspect the slide assembly. If the Backing Plate (Item 2 of Figure 4) is fitted, no further action is required. If the Backing Plate is **NOT** fitted, do the remaining steps of this part.
3. Remove the Forward Cargo Door Slide, by removing the vertical bolt and sliding the slider out of the track. On earlier versions of the GA8 aircraft it is necessary to remove the Nylon Track End as shown in Figure 2 to be able to remove the slider.



Figure 2: Nylon Track End.

4. Figure 3 shows how a worn part normally looks and where to measure the groove width. The TOP and BOTTOM profile differs on a worn part and as such both the top and bottom slide grooves are to be measured with a calliper.

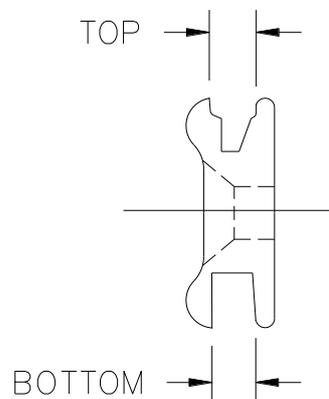


Figure 3: A worn slider indicating where to measure.

5. Measure the groove width and if the groove is wider than 0.145" at any point along the slider, or if the part is cracked or excessively worn, a new slider, Item 1, must be fitted.
6. Irrespective of Item 1, Items 2 to 7 MUST be fitted as shown in Figure 4 and listed in Table 3.

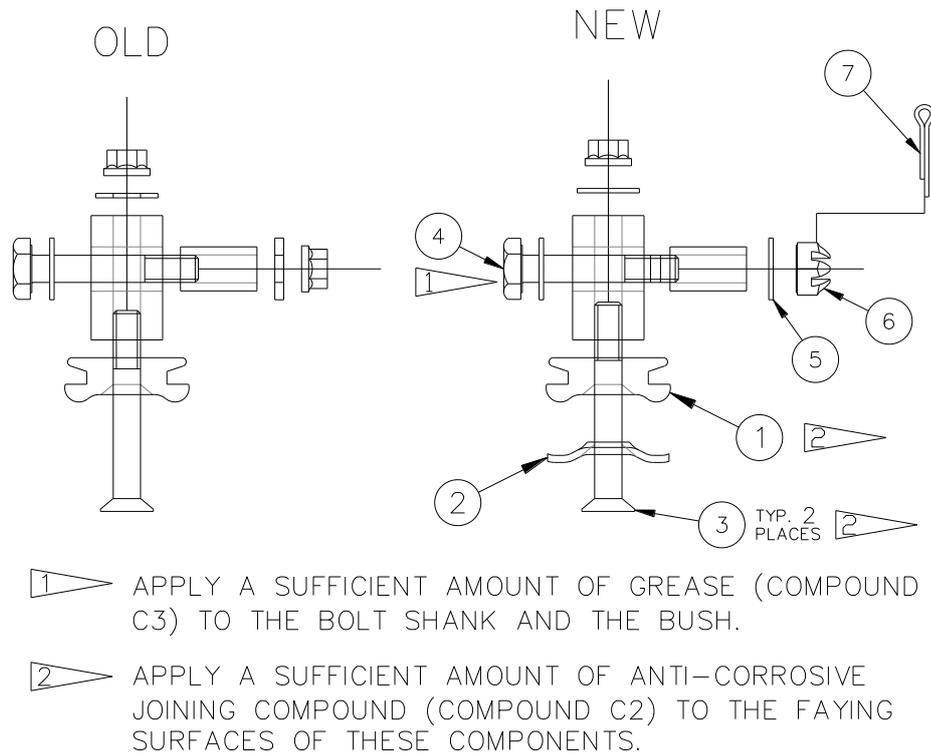


Figure 4: Old (left) and New (right) Forward Cargo Door Guide Assembly.

Table 10: Part numbers for the new assembly and the parts it is replacing.

ITEM	OLD ASSEMBLY		NEW ASSEMBLY		QTY
	PART NUMBER	DESCRIPTION	PART NUMBER	DESCRIPTION	
1	GA8-521022-149	Slide-Centre	GA8-521022-225	Notched Slide-Centre	1
2	-	-	GA8-521022-227	Notched Backing Plate	1
3	MS24694-S64	Structural Screw	MS24694-S65	Structural Screw	2
4	AN3-10A	Bolt	AN3-11	Bolt	1
5	AN960-10	Washer	AN960-10L	Washer Thin	1
6	MS21042-3	Nut, Reduced Hexagon	AN310-3	Castle Nut	1
7	-	-	MS24665-132	Split Pin	1

7. Reinstall the new slider assembly and refit the Nylon Track End if it was removed. Note that the notch in Item 1 and Item 2 must be facing aft, refer to Figure 22 of **PART D1** for the correct installed orientation.

12.2 PART A2: SLIDER WEAR INSPECTION

1. Open the Rear Cabin Door handle so that the door swings out to gain access to the slider (see PART A1, Step 1).
2. Try to insert the Forward Slide Gauge (Item 8 in Table 3) between the slider and the track as shown in Figure 5 and Figure 6 below. Standard Feeler gauges made up to 0.098" (0.023"+0.024"+0.025"+0.026") may also be used.

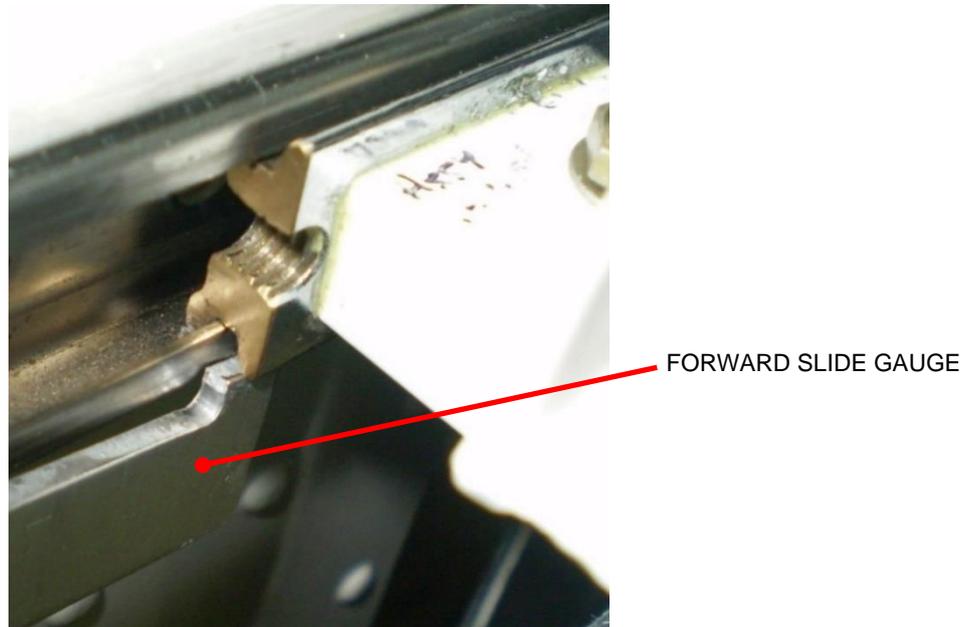


Figure 5: Checking with the Forward Slide Gauge. Note that all four corners require checking.



Figure 6: Forward Slide Gauge inserted between the slide and track, indicating a worn part. Note track in the image has been removed from the aircraft for clarity. Checking can be completed with the track installed on the aircraft.

3. If it is possible to fit the Forward Slide Gauge or feeler gauge between the track and slider (as shown in Figure 6 above) at any of the four corners carry out PART A1, Step 2 through 4.
OR
4. If Item 8 (or standard feeler gauge) is unavailable, carry out the inspection under PART A1, Step 2 through 4.

12.3 PART B1: DOOR MECHANISM INSPECTION

NOTE:

PARTS B1, B2 and B3 may be done during a single inspection.

Section B1 inspection must be done on standard operating rods AND those reworked per Section B3.

1. Remove the Rear Mechanism Cover by removing the screws marked in Figure 7.
2. With the door handle held fully open / against the stop, check that the operating rod does not touch the rear door handle pivot post, refer to Figure 9. If the rod does touch the pivot post, do PART B2.
3. Inspect threaded studs and rod ends at both ends of the operating rod as shown in Figure 8. If there is any indication of bending:
 - i. For actuation rods fitted with female rod ends, do PART B3.
 - ii. For actuation rods fitted with male rod ends, replace the parts with new Item(s) 9-B, then repeat the inspections and necessary rectification actions detailed in PART B2 and B3.
4. Check door adjustment as detailed in Section 52-20-10 of the applicable aircraft service manual.
5. Check that the door handle engages strongly with the catch when in the closed position (Figure 7). Weak engagement may be caused by wear to the handle bush or by damage (bending) of the handle and must be corrected by replacing the pivot bush (with Item 11 from Table 5) or the handle (Item 10 from Table 5) as appropriate.
6. After finishing inspection and required actions, reinstall the Rear Mechanism Cover as shown in Figure 7.

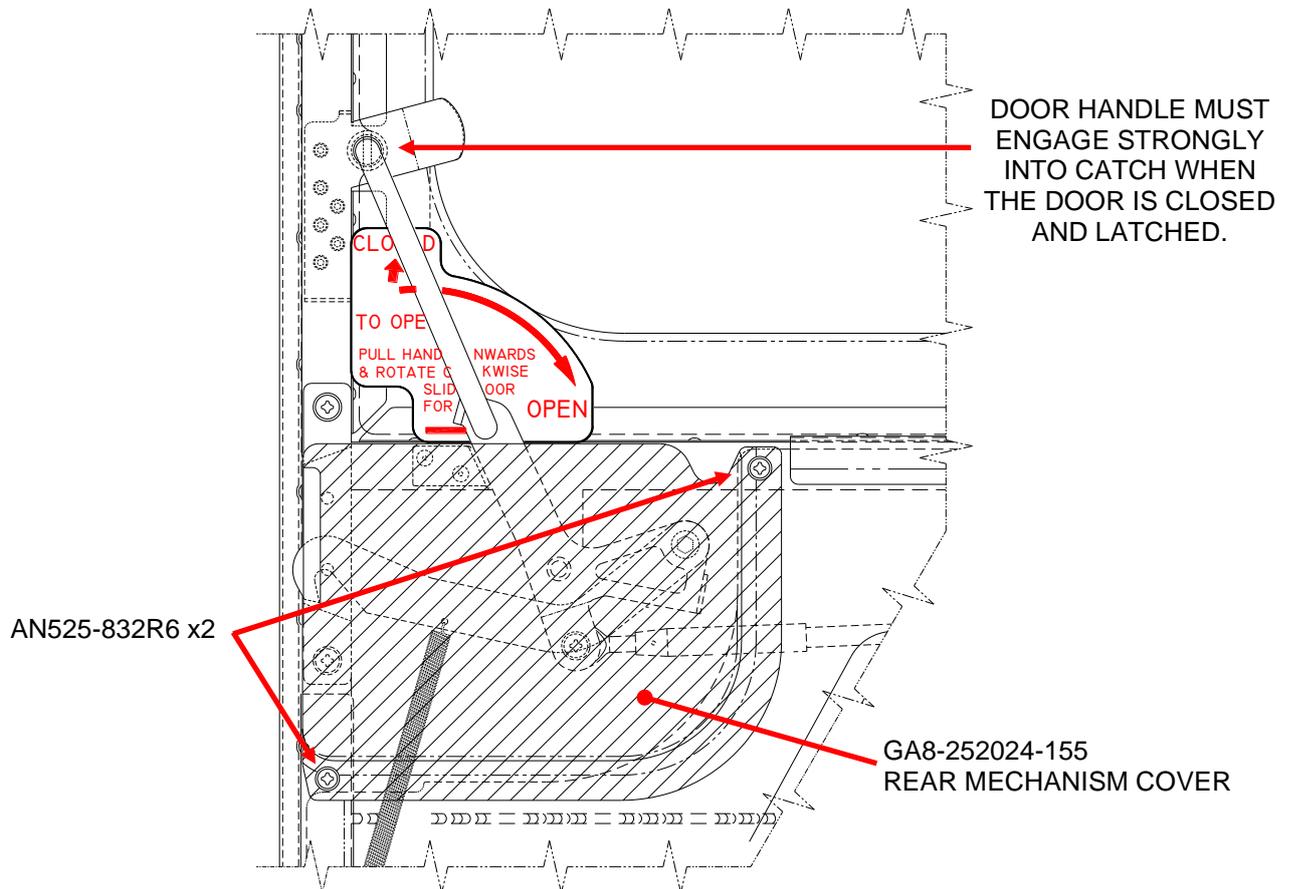


Figure 7: Rear Mechanism Cover (latch in closed position).

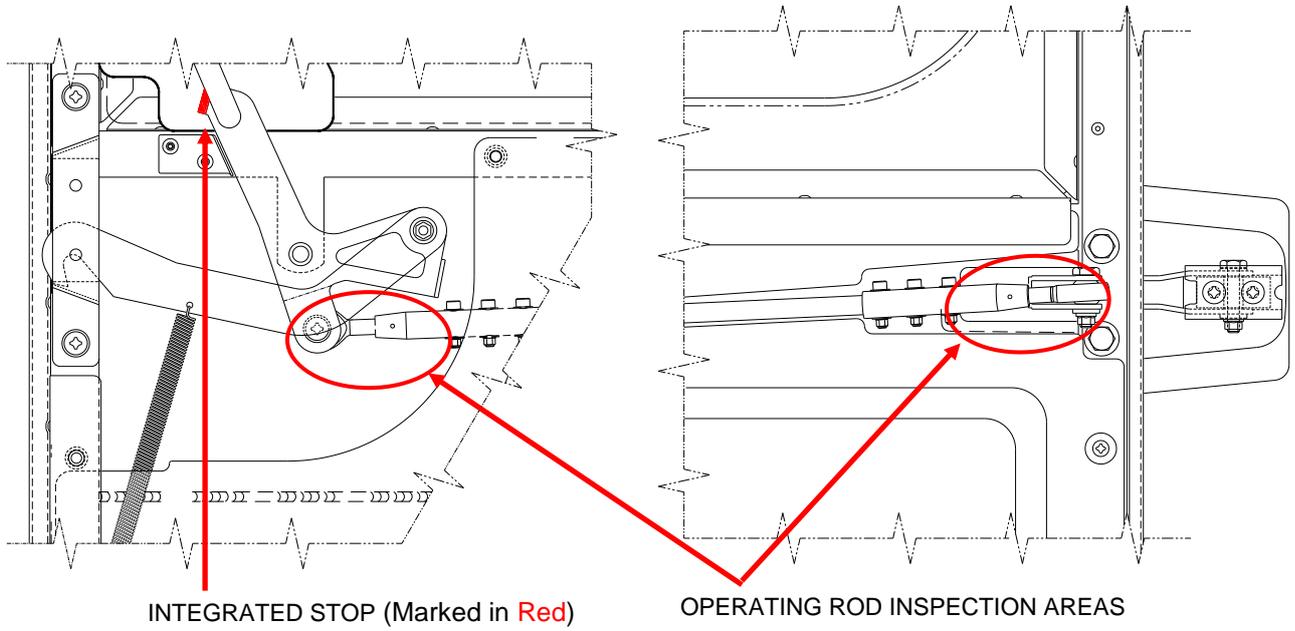


Figure 8: Rear Door Handle Mechanism - Inspection Areas.

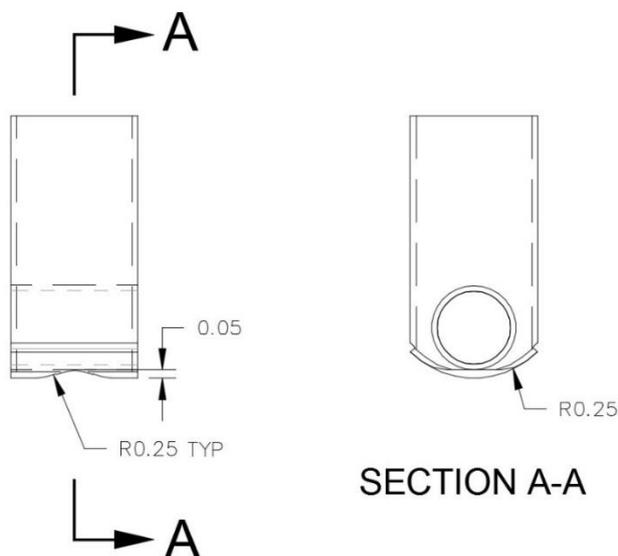
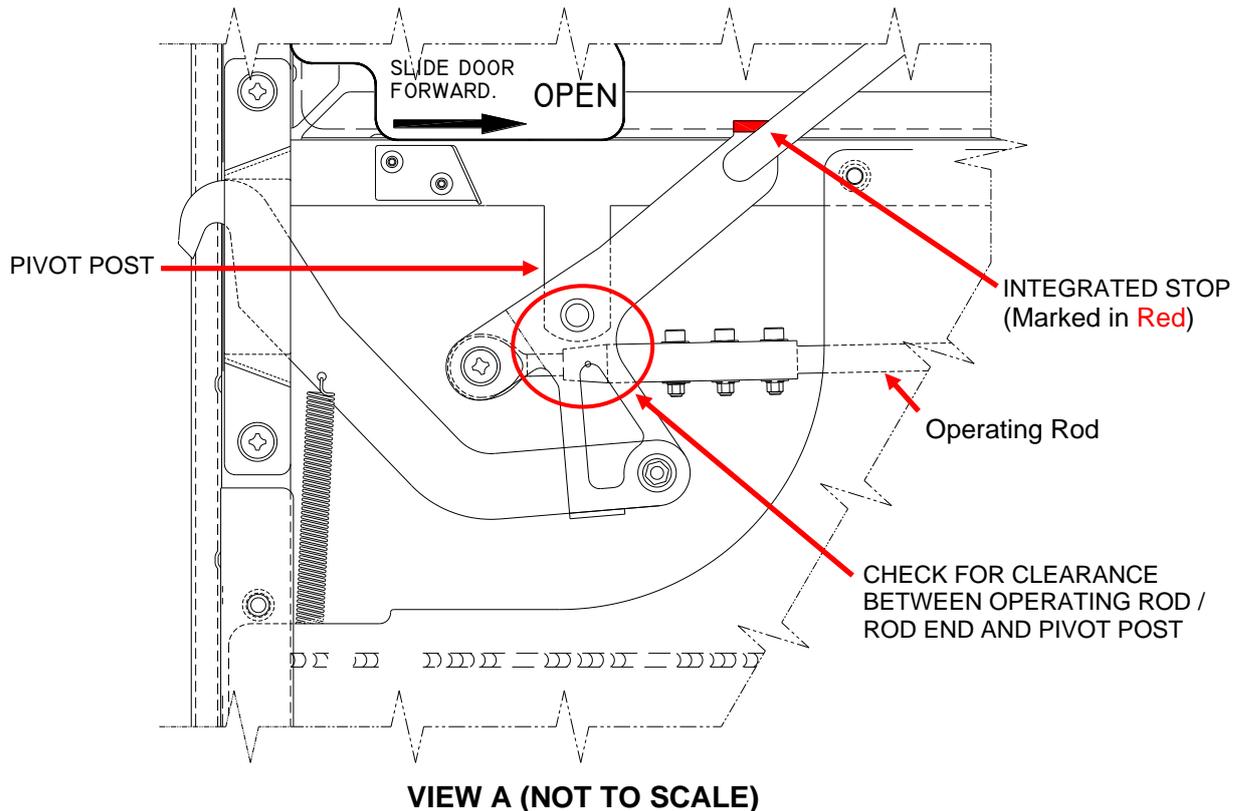
12.4 PART B2: DOOR PIVOT REWORK

1. Disconnect the rod ends from the handle and pivot arm. Remove the forward rod end and pull out the operating rod.
2. Rework the pivot post as detailed in Figure 9.
3. Install the operating rod through frame bush prior to installing forward Rod End. Install rod ends and connect to the handle and pivot arm.

NOTE:

*Minimum thread engagement to not be less than the rod end check hole.
Perform functional check to ensure the door operates correctly*

4. Adjust door mechanism as detailed in Section 52-20-10 of the applicable aircraft service manual.
5. After finishing inspection and required actions, reinstall the Rear Mechanism Cover as shown in Figure 7.



Notes:

1. Only Pivot post shown for clarity.
2. Rework using blending guidelines of AC43.13-1B Chapter 6 Section 7 and 10.
3. Ensure rod end and rod have a minimum clearance of 0.040in from pivot post.
4. Restore surface protection IAW Service Manual using compound C5 (Table 7).

Figure 9: Rear Door Handle Pivot Post – Rework Area.

12.5 PART B3: DOOR OPERATING ROD REWORK

1. Disconnect the existing rod ends from the handle and pivot arm. Remove the forward rod end and pull out the operating rod.
2. Replace with a new assembly, Item 9 of Table 4, OR, \varnothing .313 rod assemblies may be reworked as detailed in the following steps.
 - i. Cut 0.625 inches (15.9 mm) from each end of the existing Operating Rod.
 - ii. Temporarily fit the Rod, Fittings (Item 9-A) and rod ends (Item 9-B) to the door as shown in Figure 10.
 - iii. Rotate the fittings so that the screws are vertical, as shown in Figure 10. Match-drill the rod to the Fittings (Item 9-A). Drill size #28 (0.1405 in).
 - iv. Install screws, trim any excess thread below nuts and de-burr. Ensure 1.5 full threads extend beyond the nut.
 - v. Remove Fittings (Item 9-A) from the rod. Apply compound C1 and do the final assembly of the AFT Fitting (Item 9-A) as shown in Figure 10.
3. Install the operating rod through frame bush. Do this before installing FWD Fitting (Item 9-A).
4. Assemble FWD Fitting (Item 9-A) and rod end (Item 9-B) as shown in Figure 10, then connect the rod as detailed in Figure 11 and Figure 13. Check for clearance and make any required adjustments as detailed in Figure 14 to Figure 16.
5. If needed, the Pivot Arm may be modified in accordance with Figure 14.
6. If needed, the door skin may be modified in accordance with Figure 15.
7. If needed, increase cut-out size in interior trim as shown in Figure 16.
8. Once sufficient clearance is achieved, do the final assembly of the Fitting (Item 9-A), using compound C1 (Table 7) as shown in Figure 10.
9. Install rod ends (Item 9-B) and connect to the handle and pivot arm as shown in Figure 11 (for P/No. GA8-521012-047 Door Handle) Figure 12 (for P/No. GA8-521012-051 Door Handle) and Figure 13, using the original hardware or Items 9-E and 9-F as required.
10. Do the inspection detailed in Section B2 and, if needed, rework the pivot post (Figure 9).
11. Adjust door as detailed in Section 52-20-10 of the applicable aircraft service manual.

NOTE:

*Minimum thread engagement to not be less than the rod end check hole.
Perform functional check to ensure the door operates correctly*

12. After finishing inspection and required actions, reinstall the Rear Mechanism Cover as shown in Figure 7.

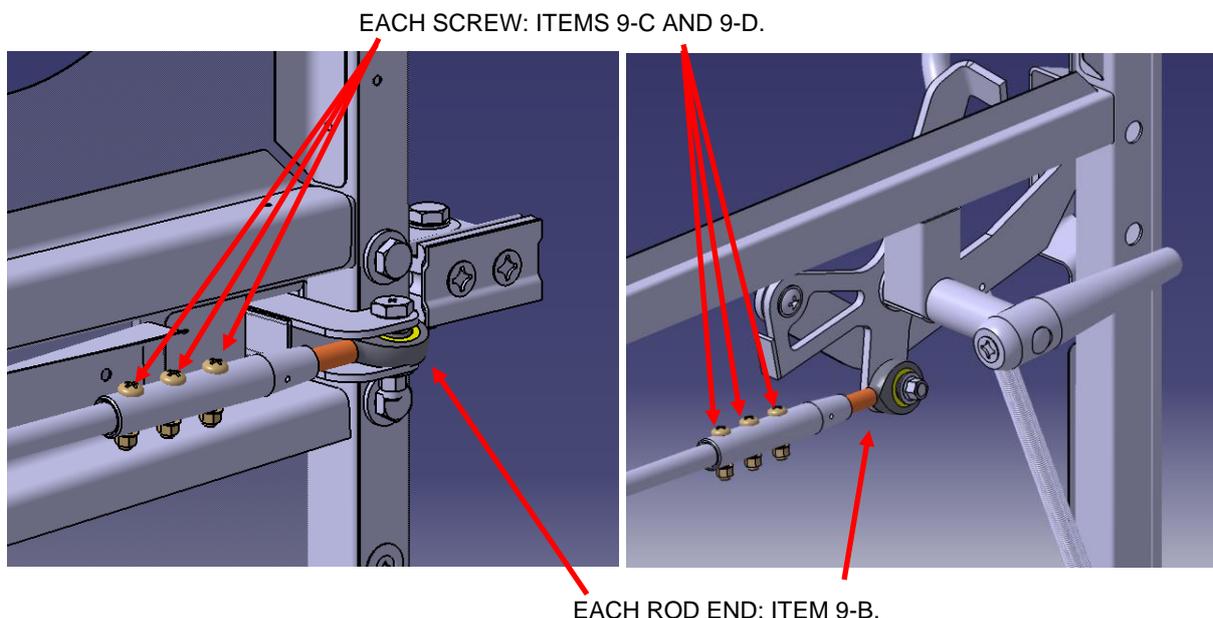
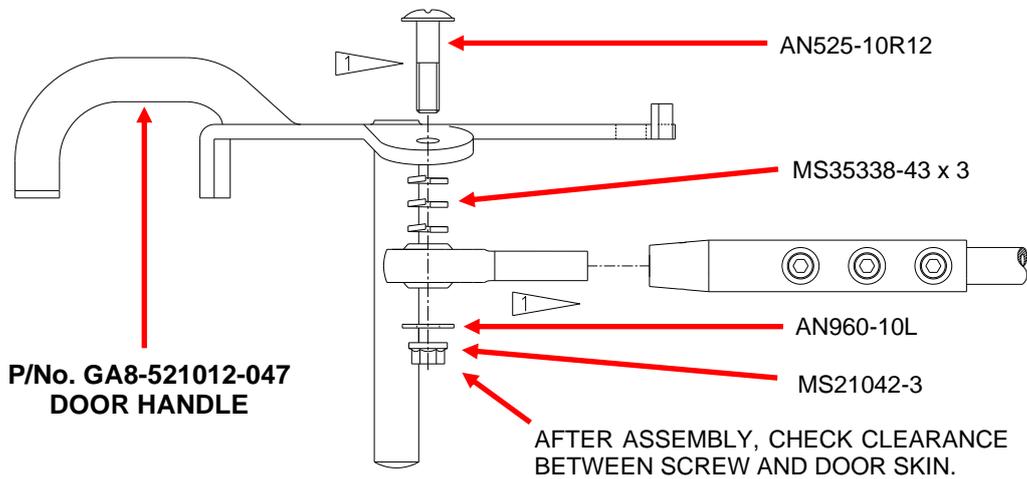
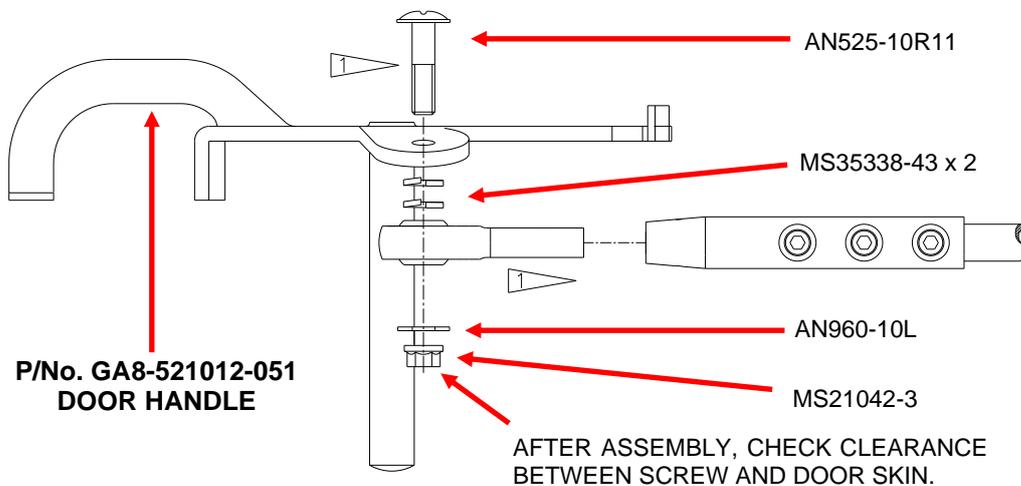


Figure 10: Rod End Fitting Installation FWD (Left) and AFT (Right). Some parts omitted for clarity.



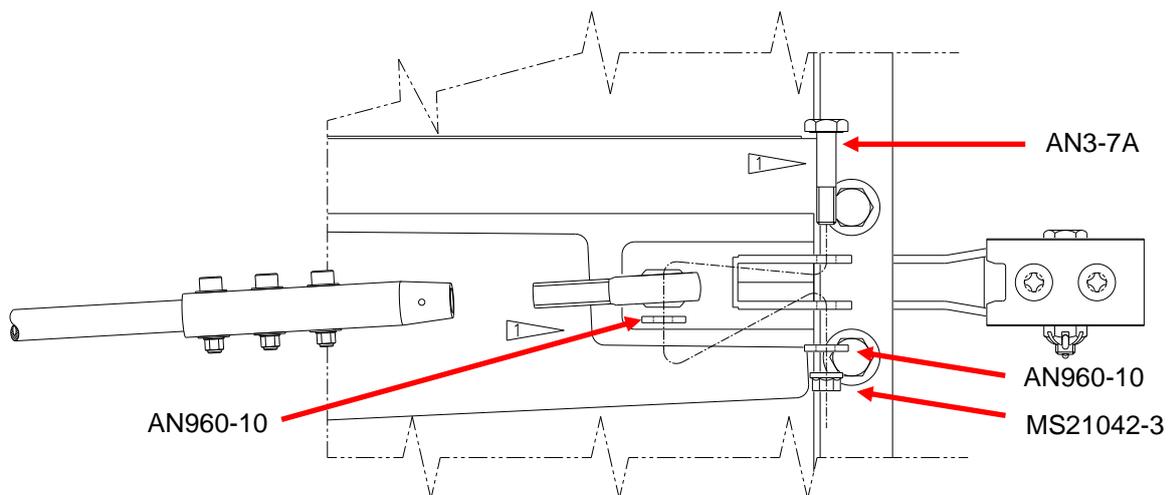
1 APPLY A SUFFICIENT AMOUNT OF GREASE (COMPOUND C3) TO THE BOLT SHANK AND THE ROD END THREAD.

Figure 11: AFT Rod End Installation – P/No. GA8-521012-047 Door Handle



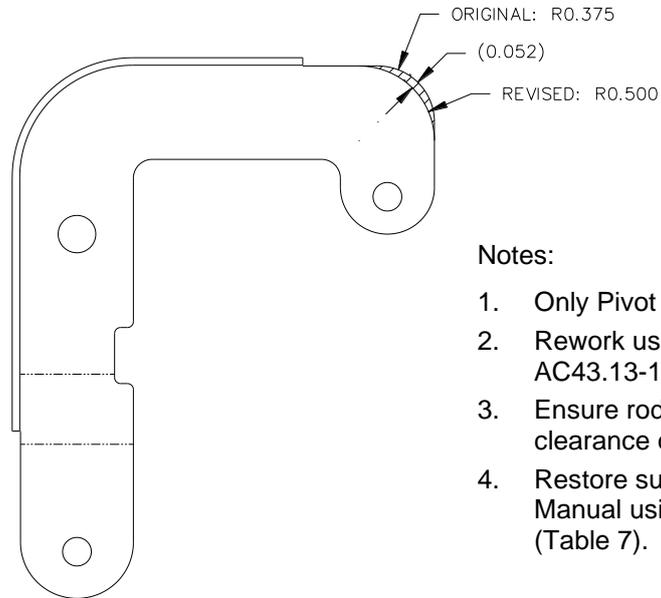
1 APPLY A SUFFICIENT AMOUNT OF GREASE (COMPOUND C3) TO THE BOLT SHANK AND THE ROD END THREAD.

Figure 12: AFT Rod End Installation – P/No. GA8-521012-051 Door Handle



1 APPLY A SUFFICIENT AMOUNT OF GREASE (COMPOUND C3) TO THE BOLT SHANK AND THE ROD END THREAD.

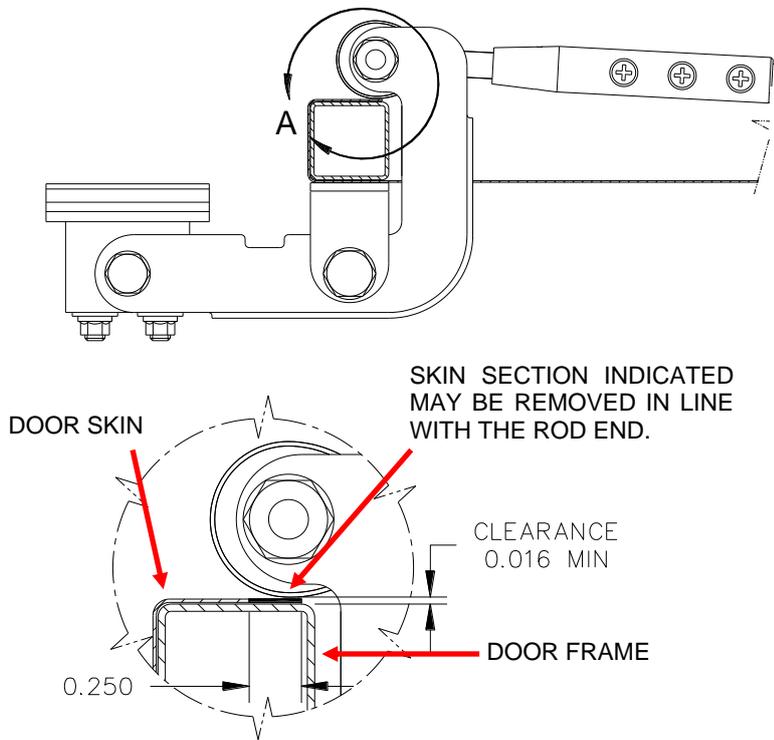
Figure 13: FWD Rod End Installation



Notes:

1. Only Pivot Arm shown for clarity.
2. Rework using blending guidelines of AC43.13-1B Chapter 6 Section 7 and 10.
3. Ensure rod end and rod have a minimum clearance of 0.040 in from pivot arm.
4. Restore surface protection IAW Service Manual using compounds C5 and C6 (Table 7).

Figure 14: Pivot Arm Clearance



Notes:

1. Some parts omitted for clarity.
2. Rework using blending guidelines of AC43.13-1B Chapter 6 Section 7 and 10.
3. Removal of mounting hardware for the pivot arm is required.
4. It is recommended to insert a thin steel item – such as a razor blade – between the skin and the frame to prevent damage to the frame.
5. Restore surface protection IAW Service Manual using compounds C5 and C6 (Table 7).

DETAIL VIEW A

Figure 15: Door Skin Clearance

ENSURE MINIMUM 0.080"
CLEARANCE BETWEEN
ROD ASSEMBLY AND
DOOR TRIM.

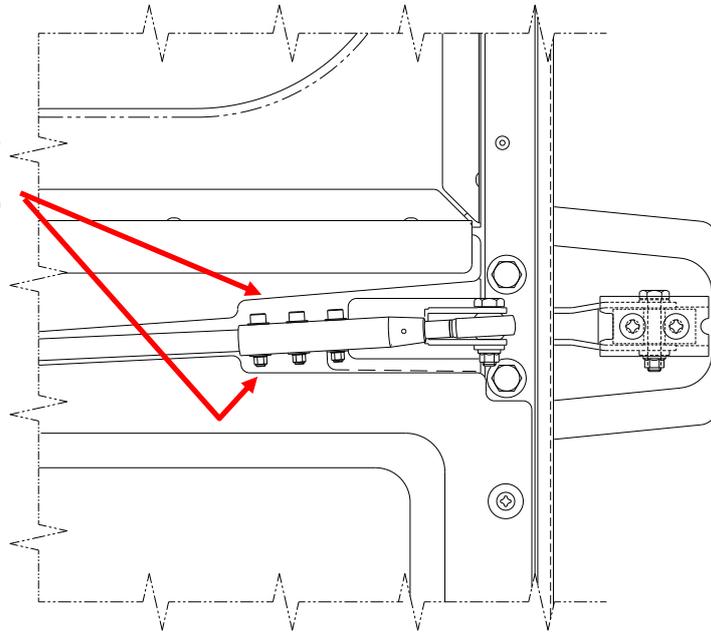


Figure 16: Door Trim Clearance

12.6 PART C: DOOR HANDLE INSPECTION

1. Remove Rear Mechanism Cover, refer to Figure 7.
2. Inspect rear door handle for integrated stop (bent over tab), refer to Figure 8 and Figure 9. Replace door handles without an integrated stop with Item 10 from Table 5. Use a sufficient amount of grease (compound C3 of Table 7) on the handle shaft.

NOTE:

Install screw to outer door handle with compound C4 (Table 7).

3. Check for excessive play in the handle. If required, replace the handle bush with Item 11 from Table 5.
4. Adjust door as detailed in Section 52-20-10 of the applicable aircraft service manual.
5. If a new handle has been fitted, carry out a Door Mechanism Inspection in accordance with PART B1.
6. Reinstall the Rear Mechanism Cover, refer to Figure 7.

12.7 PART D1: TRACK STOP INSTALLATION

1. Inspect the aircraft to see if a centre rail aft stop is fitted (Figure 22). If a stop is fitted, no further action is required. If a stop is **NOT** fitted, do the remaining steps of this part.
2. Remove enough interior trim panels and insulation to gain access to the area identified by the blue square in Figure 17.



Figure 17: Removal of interior trim and insulation. View looking at the interior structure of the aircraft's port side fuselage wall.

3. Remove the Rear Door Pivot Hinge Fairing identified in Figure 18.

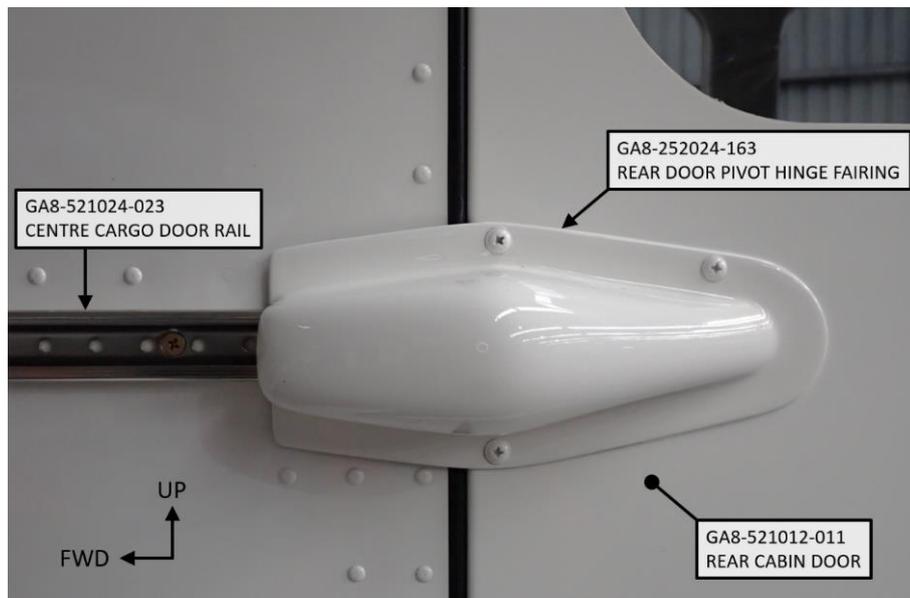


Figure 18: Removal of the Rear Door Pivot Hinge Fairing. View looking at the exterior surface of the aircraft's port side fuselage wall.

4. Drill out the NAS1097AD4 countersunk rivet (MS20470AD4 universal rivet for early aircraft serial numbers), identified by the red circle in Figure 19, and enlarge the hole to a diameter between 0.165" (4.2mm) and 0.169" (4.3mm).

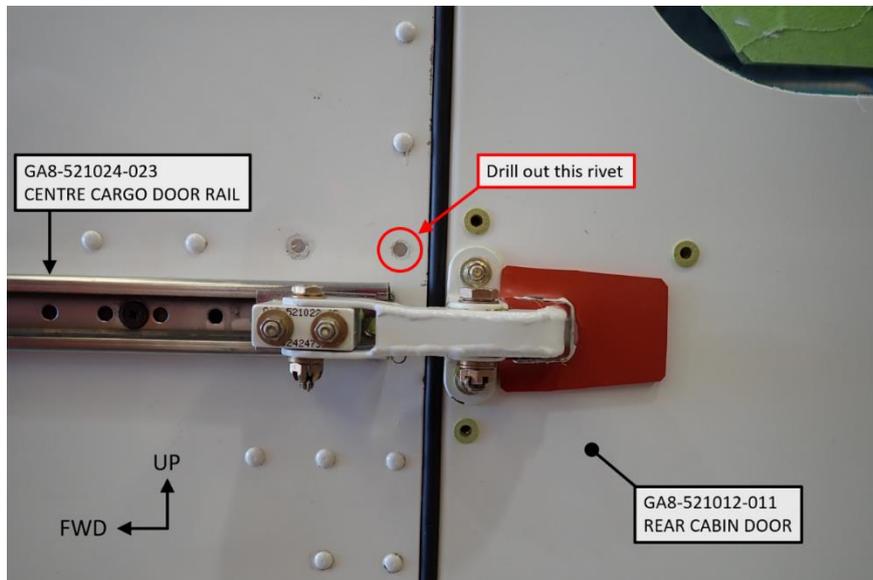


Figure 19: Location of rivet to drill out. View looking at the exterior surface of the aircraft's port side fuselage wall.

5. Drill a hole 2.000", below the rivet location drilled out in PART D1, Step 3, as illustrated in Figure 20. The diameter of the hole should be between 0.165" (4.2mm) and 0.169" (4.3mm). The lower hole existing in the Centre Rail Aft Stop (P/N: GA8-521022-221) can be used as a guide to mark this location.

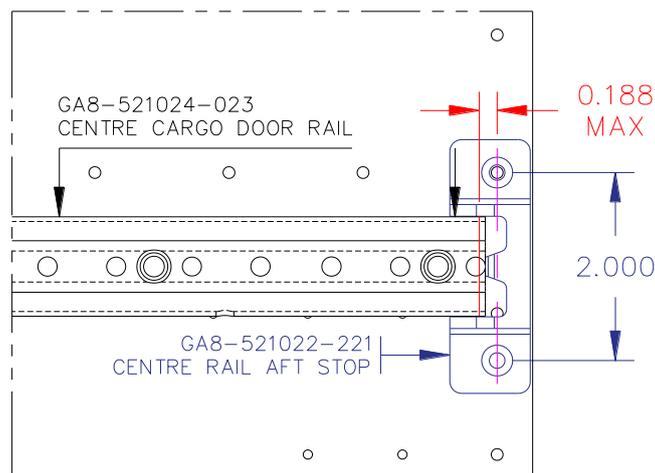


Figure 20: Maximum permissible trimming of the Centre Cargo Door Rail (GA8-521022-023). All dimensions are in inches.

6. Trial fit the Centre Rail Aft Stop. If the centre tapered feature of the component overlaps with the Centre Cargo Door Rail, it is permissible to trim (or notch) the aft end of the Centre Cargo Door Rail to the maximum dimension shown by the red trim line in Figure 20 (i.e. 0.188" forward of the Centre Rail Aft Stop attachment holes). If trimming the of Centre Cargo Door Rail is to be conducted in situ, it is recommended that a thin piece steel sheet is placed between the fuselage skin and the Centre Cargo Door Rail, to protect the aircraft's structure during trimming.
7. If the Centre Rail Aft Stop does not fit over the Centre Cargo Door Rail side walls, try clamping the side walls to return them perpendicular with the aircraft's fuselage wall. If this is not possible, refer to the "Parts Availability" section of this Service Bulletin for contact details to order a replacement Centre Cargo Door Rail (P/N: GA8-521024-023).
8. Wet install the Centre Rail Aft Stop (P/N: GA8-521022-221) using two (2) off MS24694-S6 screws, two (2) off Radiused Washers (P/N: GA8-521022-223) and two (2) of MS21042-08 nuts as per Figure 21. A sufficient amount of anti-corrosive joining compound (Item C1 in Table 7) should be applied to the faying surfaces of the Centre Rail Aft Stop component the Left Hand Side Wall Skin (GA8-535021-037). Refer to Section 20-10-20 of the GA8 Service Manual for recommended torque values.

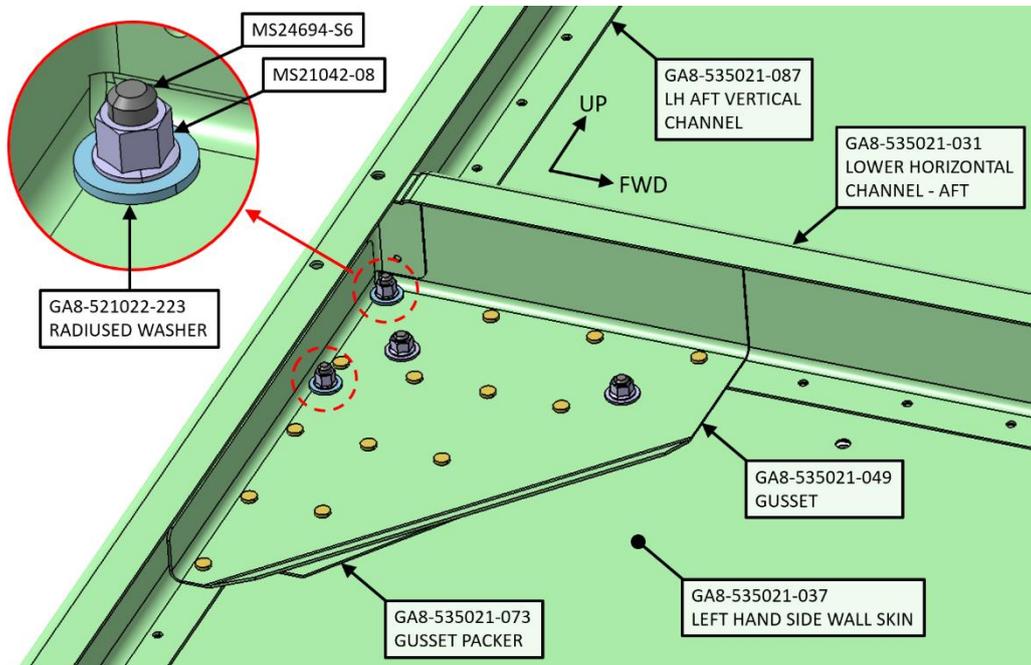


Figure 21: Installation of the Centre Rail Aft Stop (P/N: GA8-521022-221) component. View looking at the interior structure of the aircraft's port side fuselage wall.

9. Replace the existing Slide-Centre (P/N: GA8-521022-149) and Backing Plate (if fitted, P/N: GA8-521022-151) with the Notched Slide-Centre (P/N: GA8-521022-225) and Notched Backing Plate (P/N: GA8-521022-227). Alternatively, if the existing Slide-Centre and Backing Plate components are in an acceptable condition, they may be modified to include the notched feature as per PART D2. Figure 22 shows the correct orientation in which the Forward Cargo Door Guide Assembly should be installed. Note that a replacement split pin is included in the SB-GA8-2005-23-04 kit (refer to Table 6).
10. Assemble the centre rail slider assembly using the New Assembly configuration detailed in Figure 4 and Table 10.

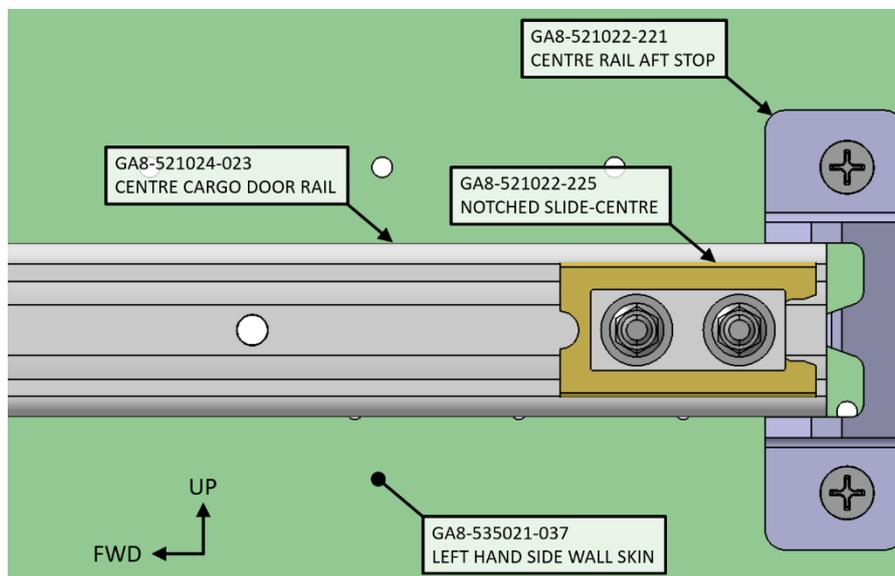


Figure 22: Correct orientation of the Forward Cargo Door Guide Assembly. View looking at the exterior surface of the aircraft's port side fuselage wall.

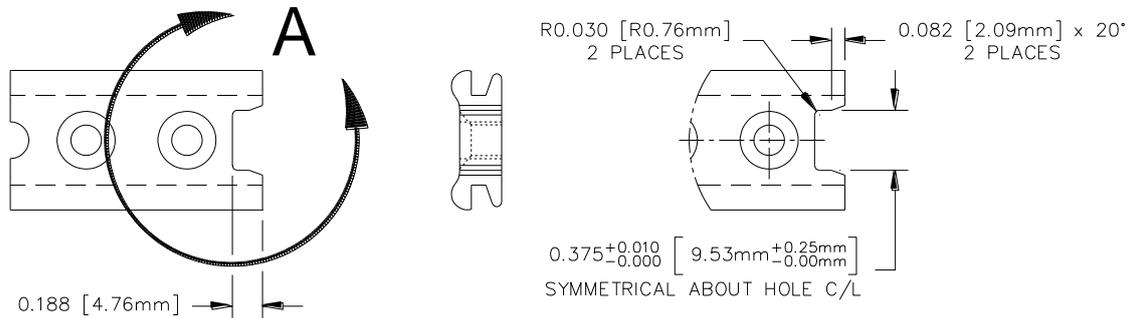
11. Perform a functional check of the Rear Cabin Door to ensure that opening and closing of the door is unobstructed. Check door adjustment as detailed in Section 52-20-10 of the applicable aircraft service manual.
12. Reinstall the Rear Door Pivot Hinge Fairing removed in PART D1, Step 2.
13. Reinstall any insulation and interior trim panels removed in PART D1, Step 1.

12.8 PART D2: DOOR SLIDER REWORK TO SUIT TRACK STOP

NOTE:

If the existing Slide-Centre (P/N: GA8-521022-149) component does not satisfy the requirements of PART A2, the slider is in an unacceptable condition and must not be used.

1. Modify an existing Slide-Centre (P/N: GA8-521022-149) component in accordance with Figure 23.



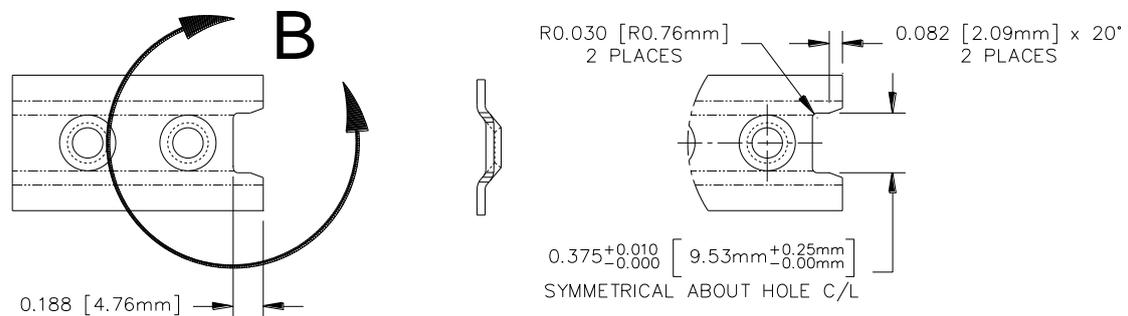
DETAIL A

NOTES:

- NOT TO SCALE
- Unless otherwise stated, all dimension are in inches.
- Tolerances: Unless otherwise stated all dimensions are ± 0.005 " [0.13mm]
- De-burr sharp edges.
- Using indelible ink, permanently part mark the Modified Slide-Centre component as SB-521022-225.

Figure 23: Machining of an existing Slide-Centre (P/N: GA8-521022-149) to form Modified Slide-Centre (P/N: SB-521022-225).

2. Modify an existing Backing Plate (P/N: GA8-521022-151) component in accordance with Figure 24.



DETAIL B

NOTES:

- NOT TO SCALE
- Unless otherwise stated, all dimension are in inches.
- Tolerances: Unless otherwise stated all dimensions are ± 0.005 " [0.13mm]
- De-burr sharp edges.
- Apply primer to the machined area that conforms to MIL-PRF-23377K (or a later approved revision) or FEDSPEC-TT-P-1757B (or a later approved revision). Apply topcoat of white paint that conforms to MILPRF-85285E (or later approved revision).
- Using indelible ink, permanently part mark the Modified Backing Plate component as SB-521022-227.

Figure 24: Machining of an existing Backing Plate (P/N: GA8-521022-151) to form Modified Backing Plate (P/N: SB-521022-227).

13 Documentation:

Update the aircraft logbook to reflect incorporation of Issue 8 of this Service Bulletin. The logbook should state what sections have been incorporated (i.e. PART D1, PART D1 & D2 or PART A1 & D1).

14 Continuing Airworthiness:

Periodic inspection requirements for the rear cabin door are detailed in Section 5.

15 Compliance Notice:

Complete the Document Compliance Notice and return to GippsAero by mail, fax or email.

DOCUMENT COMPLIANCE NOTICE



Document:

SB-GA8-2005-23

Issue 8

Aircraft Serial Number: GA8-_____

The following parts of Service Bulletin SB-GA8-2005-23 Issue 8 have been incorporated in the above aircraft (tick as appropriate).

- PART A
- PART B
- PART C
- PART D

Date of Incorporation: _____

Signed

Print Name: _____

Please post, fax or email this compliance notice to:

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