

# **AEROPRAKT SERVICE BULLETIN**

## **No. SB A-22-18**

### **REINFORCEMENT OF FUSELAGE FOR A-22 AND A-22L AIRCRAFT**

#### **Repeating symbols:**

Please, pay attention to the following symbols throughout this document marking important information.

- ▲ **WARNING:** Identifies an instruction, which if not followed may cause serious injury or even death.
- **CAUTION:** Denotes an instruction, which if not followed, may cause severe damage.
- ◆ **NOTE:** Information useful for better handling.

**Release date: 12.01.2023**

**Effective date: 12.01.2023**

**Completion date:**

**Superseded notice: none**

**Model: A-22 and A-22L**

**Serial number(s) affected: All A-22 and A-22L aircraft**

**1) Planning information****1.1) Aircraft affected**

All A-22 aircraft and all A-22L aircraft.

**1.2) Reason**

During a long-time operation of the aircraft cracks may appear in the diaphragms above the carry-through tube near the wing attachments fittings.

**1.3) Subject**

Fuselage diaphragms (see fig. 1, 2, and 3).

**1.4) Compliance**

Compliance with this Service Bulletin is obligatory for ensuring flight safety!

**1.5) Approval**

The technical content of this Service Bulletin has been approved by Aeroprakt.

**1.6) Manpower**

Estimated work: 2 man-hours.

**1.7) Mass data**

Mass change – insignificant.

**1.8) Revision of other documents**

None.

**2) Spare parts information****2.1) Spare parts' kit**

Reinforcing posts, angles and a set of rivets.

**2.2) Spare parts price**

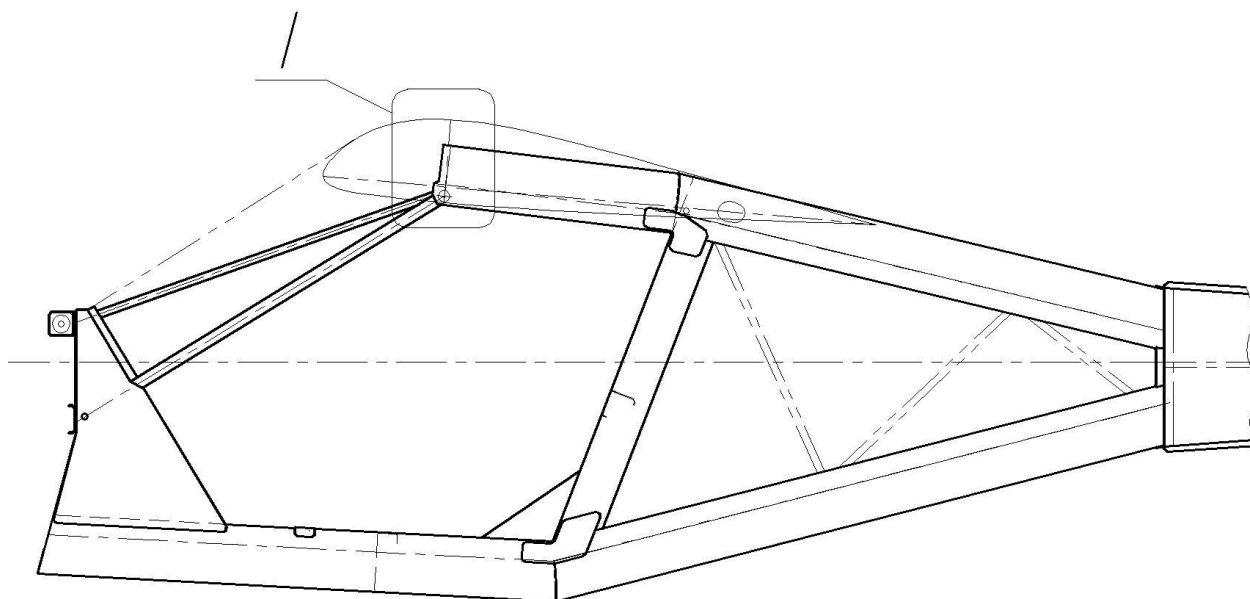
The cost of the spare parts' kit is 65 Euro, less cost of delivery.

### 3) Accomplishment / Instructions

▲ **Failure to accomplish this work may cause disintegration of the fuselage diaphragms.**

- 3.1) Inspect the fuselage diaphragms (1) for cracks (see fig. 1, 2 and 3).
- 3.2) If no cracks are detected, the aeroplane may be operated further without the reinforcement.
- 3.3) If the cracks are detected, the following reinforcement work must be carried out:
  - 3.3.1) Drill the cracks' ends with  $\varnothing 3.1$  mm drill bit.
  - 3.3.2) Put the reinforcing angles (5) to the fuselage diaphragms (1) and  $\varnothing 30$  mm carry-through tube (2) and drill all the parts with  $\varnothing 4.1$  mm drill bit through the pilot holes in the angles (5).
  - 3.3.3) Fasten with  $\varnothing 4.0$  mm pop-rivets 4-8 (12 pcs.) the angles (5) to the diaphragms (1).
  - 3.3.4) Drill out the rivets joining the diaphragms (1) and stringer (3) with  $\varnothing 3.1$  mm drill bit.
  - 3.3.5) Put the reinforcing posts (4) and drill it with  $\varnothing 4.1$  mm drill bit to the stringer (3) at the top and to the  $\varnothing 30$  mm carry-through tube (2) at the bottom.
  - 3.3.6) Fasten the reinforcing posts (4) with  $\varnothing 4.0$  mm pop-rivets 4-10 (4 pcs.) and  $\varnothing 4.0$  mm pop-rivets 4-12 (4 pcs.).

### 4) Appendix



**Fig. 1**

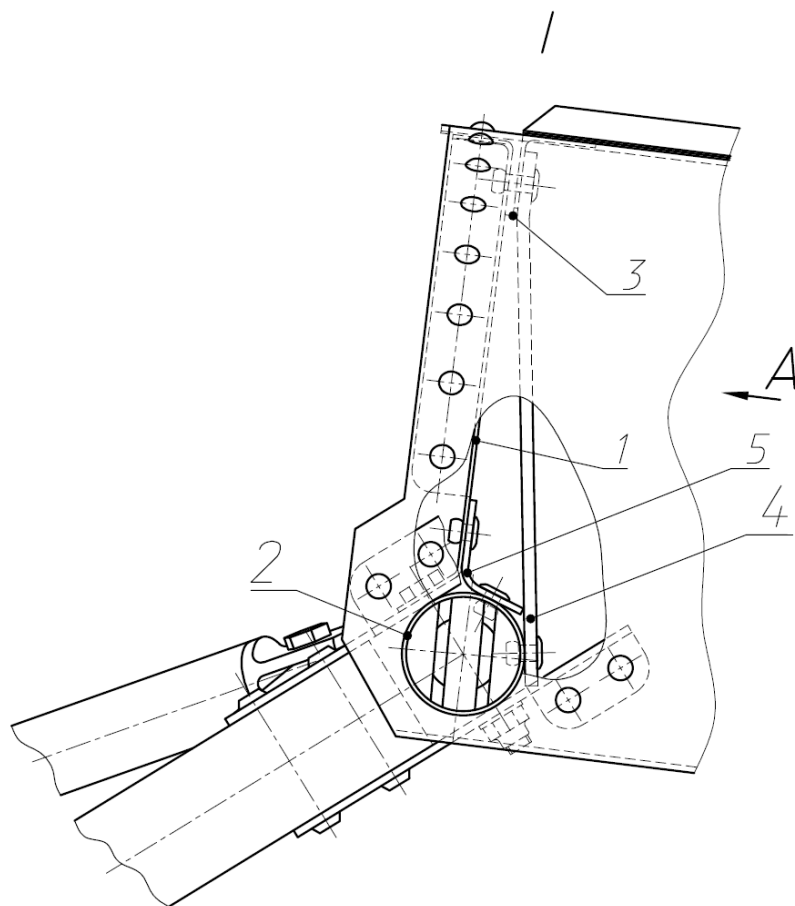


Fig. 2

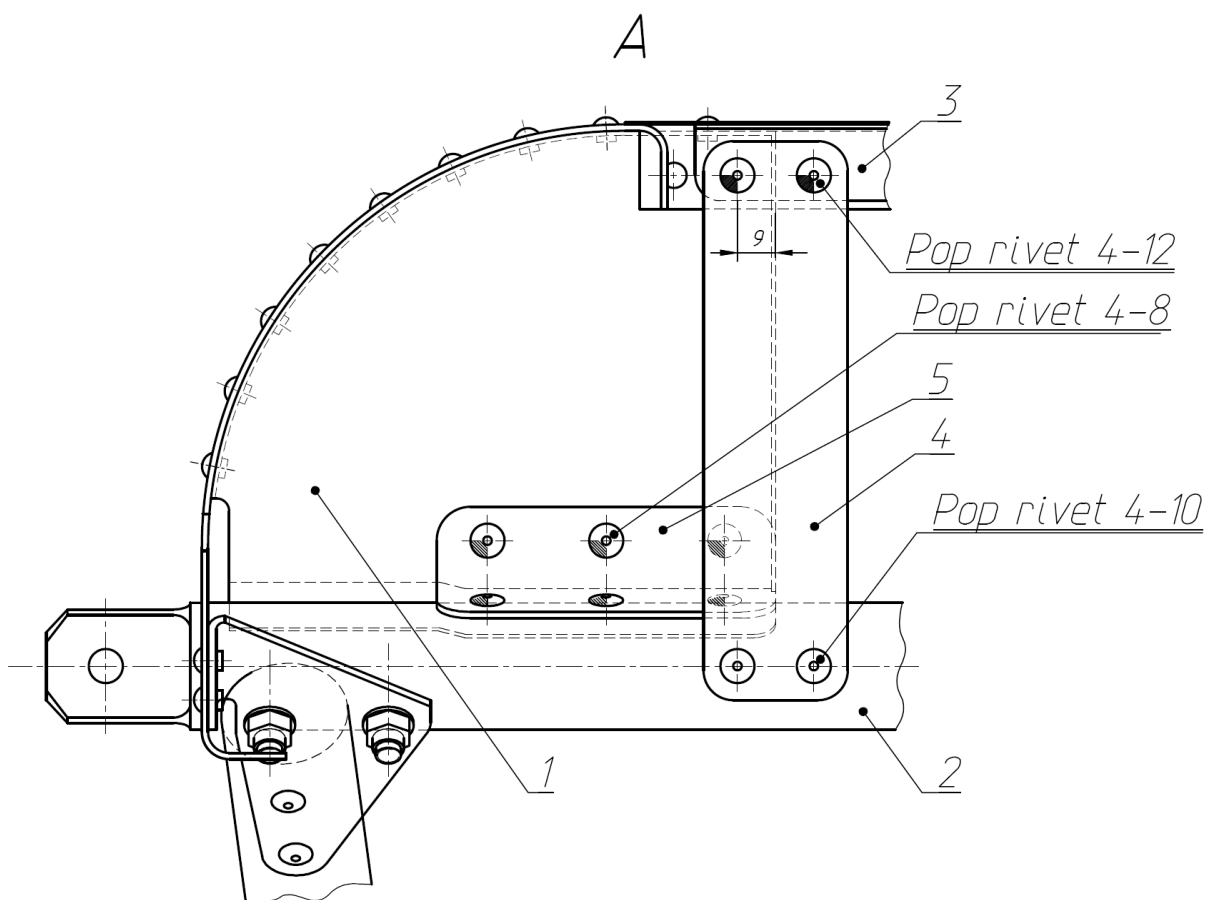


Fig. 3