### **Aeroprakt Ltd**

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# AEROPRAKT SERVICE BULLETIN

No. SB A32-02

## MODIFICATION OF ALL-MOVING HORIZONTAL TAIL (AMHT) OF A32 AND A32L 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: 28.02.2017

Effective date: 28.02.2017

Completion date:

Superseded notice: SA A32-01

Model: A32, A32L

Serial number(s) affected: A32: from 017 to and including 030

A32L: from 002 to and including 005

#### 1) Planning information

#### 1.1) Aircraft affected

Aeroprakt-32 airplanes, S/N from 17 to and including 030 and Aeroprakt-32L airplanes, S/N from 002 to and including 005.

#### 1.2) Reason

It was discovered that some parts of the all-moving elevator (tailplane) of the above mentioned A32 and A32L aircraft were manufactured with deviations in their form.

#### 1.3) Subject

Modification of the all-moving horizontal tail (AMHT) of A32 and A32L aircraft.

#### 1.4) Compliance

Compliance with this Service Bulletin is mandatory for all affected aircraft for flight safety reasons!

#### 1.5) Approval

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

#### 1.6) Manpower

Estimated man-hours: work per 3.1.2 is performed within 2 hours.

#### 1.7) Mass data

Mass change – insignificant +40 grammes.

#### 1.8) Revision of other documents

None.

#### 1.9) Spare parts

Modification parts' kit (mod kit) is supplied by the local dealer.

#### 2) Spare parts information

#### 3.1) Spare parts cost

Mod kit is supplied by the manufacturer to local dealers free of charge.

#### 3.2) Special tools

For inspection – none.

For modification: Ø3.3 mm drill bit, hand electric drill, Cleco fasteners, pop riveter.

#### 3) Accomplishment / Instructions

#### 3.1) Inspection of the AMHT

Inspect the AMHT in the area of mod kit parts installation (see detail views II and IV in fig. 1 and 2) for dents, deformation and cracks. If any damage is found in the above mentioned areas consult the manufacturer.

◆ NOTE: Inspect the lefthand and righthand portions of the AMHT, on both top and bottom side.

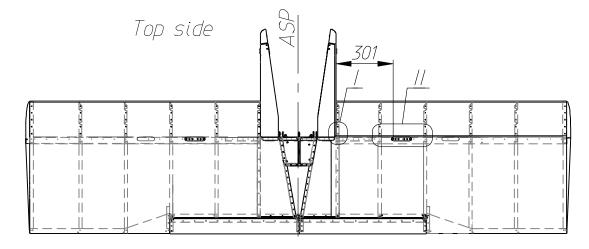
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#### 3.2) Installation of the mod kit parts

Prior to installation of the mod kit parts disconnect the control linkage and remove the AMHT from the aeroplane.

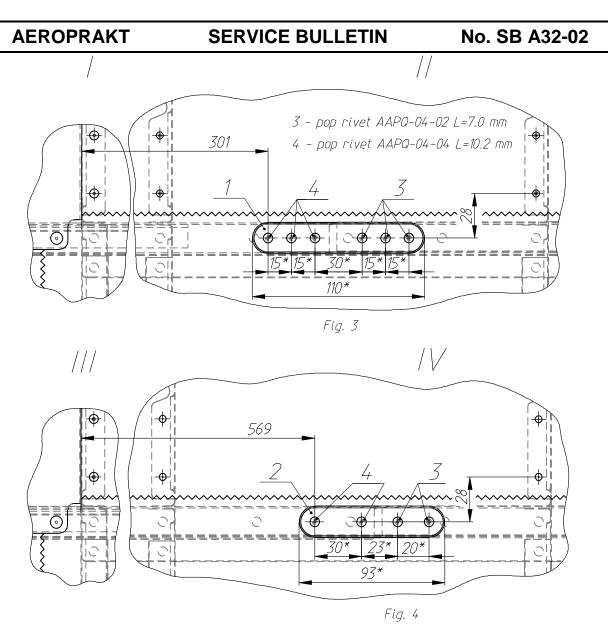


Bottom side 569

- Fig. 2
- 1. Installation of the top (righthand and lefthand) doublers:
- 1.1. Mark 2 holes (1 per righthand/lefthand side) on the top side of the AMHT at 301 mm distance as shown in fig. 1 and 3.
- 1.2. Drill the 2 marked holes with  $\emptyset$ 3.3 mm drill bit.
- 1.3. Install the doublers (1) on Cleco fasteners symmetrically about the aircraft symmetry plane (ASP).
- 1.4. Using the holes in the doublers as pilot holes drill  $\emptyset$ 3.3 mm holes 5 holes on each (righthand/lefthand) side.
- 1.5. Remove the doublers, deburr/blunt the sharp edges of the holes, remove the metal chips.
- 1.6. Attach the doublers with pop-rivets (3) and (4) as shown in fig. 3 (symmetrically about the ASP).

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- 2. Installation of the bottom (righthand and lefthand) doublers:
- 2.1. Mark 2 holes (1 per righthand/lefthand side) on the bottom side of the AMHT at 569 mm distance as shown in fig 4.
- 2.2. Drill the 2 marked holes with  $\emptyset$ 3.3 mm drill bit.
- 2.3. Install the doublers (2) on Cleco fasteners symmetrically about the ASP.
- 2.4. Using the holes in the doublers as pilot holes drill  $\emptyset$ 3.3 mm holes 3 holes each (righthand/lefthand) side.
- 2.5. Remove the doublers, deburr/blunt the sharp edges of the holes, remove the metal chips.
- 2.6. Attach the doublers with pop-rivets (3) and (4) as shown in fig. 3 (symmetrically about the ASP).

#### 3.3) Removal of temporary $V_{NE}$ limitation

Upon completing the modification remove the marking for temporary  $V_{NE}$  limitation introduced according to the safety alert SA A32-01.

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