

AEROPRAKT SERVICE BULLETIN

No. SB A32-05

REINFORCEMENT OF THE FRAME No.10 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: 19.07.2018

Effective date: 19.07.2018

Completion date:

Superseded notice:

Model: A32, A32L

**Serial number(s) affected: All A32 aircraft to and including s/n 053 and
all A32L aircraft to and including s/n 017**

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

All A32 airplanes, S/N to and including 053 and all A32L airplanes, S/N to and including 017.

1.2) Reason

In case if excessive impact of the tail skid against the ground during take-off or landing the frame No. 10 may be damaged.

1.3) Subject

Frame No.10 of the fuselage tail boom.

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 work: 16 man-hours.

1.7) Mass data

Mass change – insignificant.

1.8) Revision of other documents

None.

1.9) Spare parts

Reinforcing doubler and set of rivets.

2) Spare parts information

Price of the mod kit: consult your local dealer.

NB > Please see pages 11-14 inclusive for special time saving instructions which are factory-approved for Australian registered A32 Vixxen aircraft

3) Accomplishment / Instructions

▲ **WARNING:** Non-accomplishing this work may result in failure of the frame No.10.

3.1) Remove the tail fairing of fuselage by undoing 14 screws (Fig.1).



Fig. 1.

3.2) Disconnect the AMHT (all-moving horizontal tail) antiservo/trim tab control cable (Fig.2).

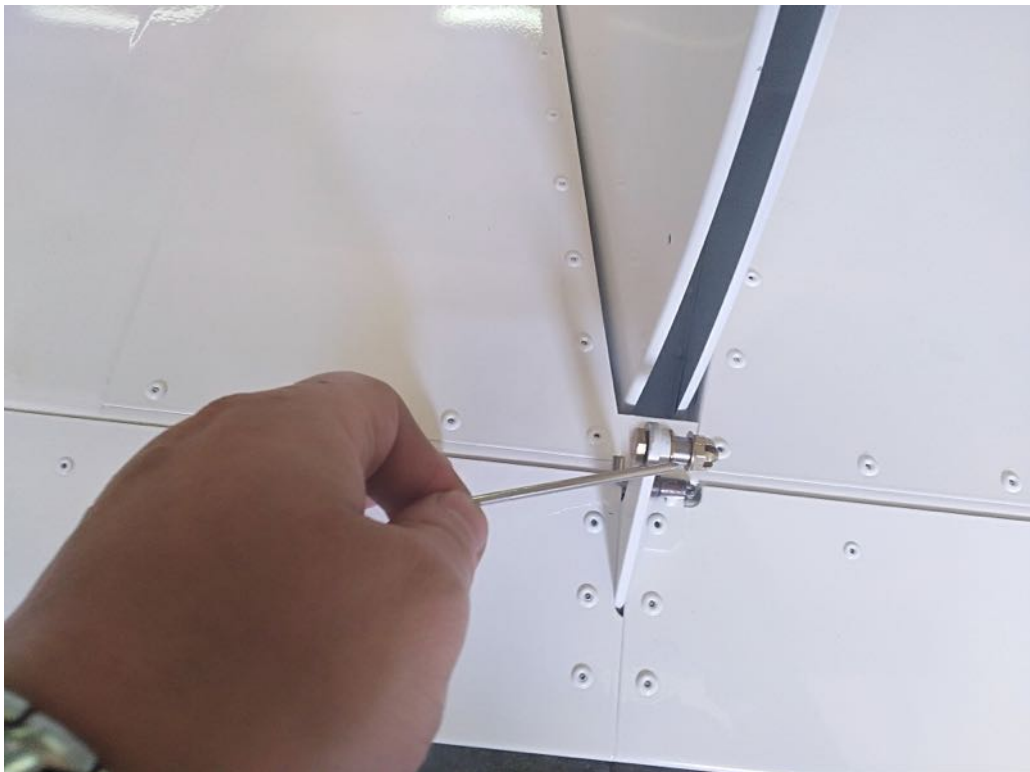


Fig. 2.

3.3) Disconnect the AMHT control pushrod (Fig.3).



Fig. 3.

3.4) Remove the AMHT by undoing its two attachment bolts (Fig. 4).



Fig. 4.

3.5) Remove the tail skid from the frame No. 10 (Fig. 5).

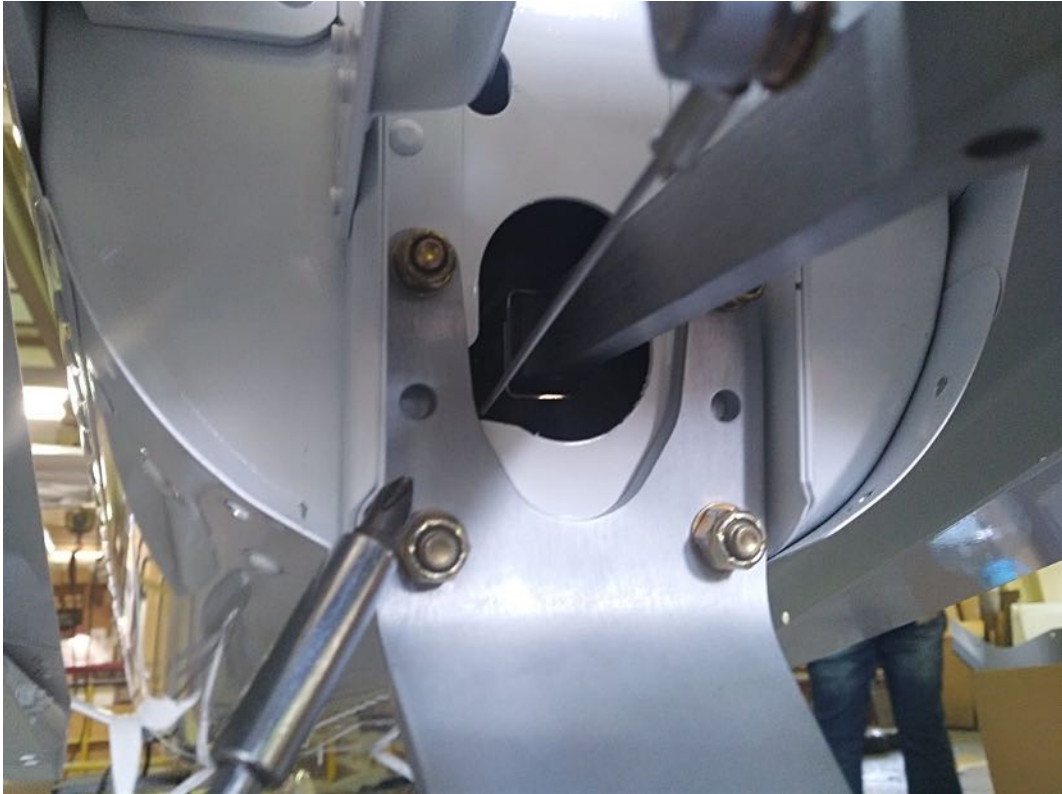


Fig. 5.

3.6) Undrill two flush head rivets marked with arrows in Fig. 6.



Fig. 6.

3.7) Undril 5 rivets on the bottom side of the tail boom at the frame No. 10 (Fig 7).

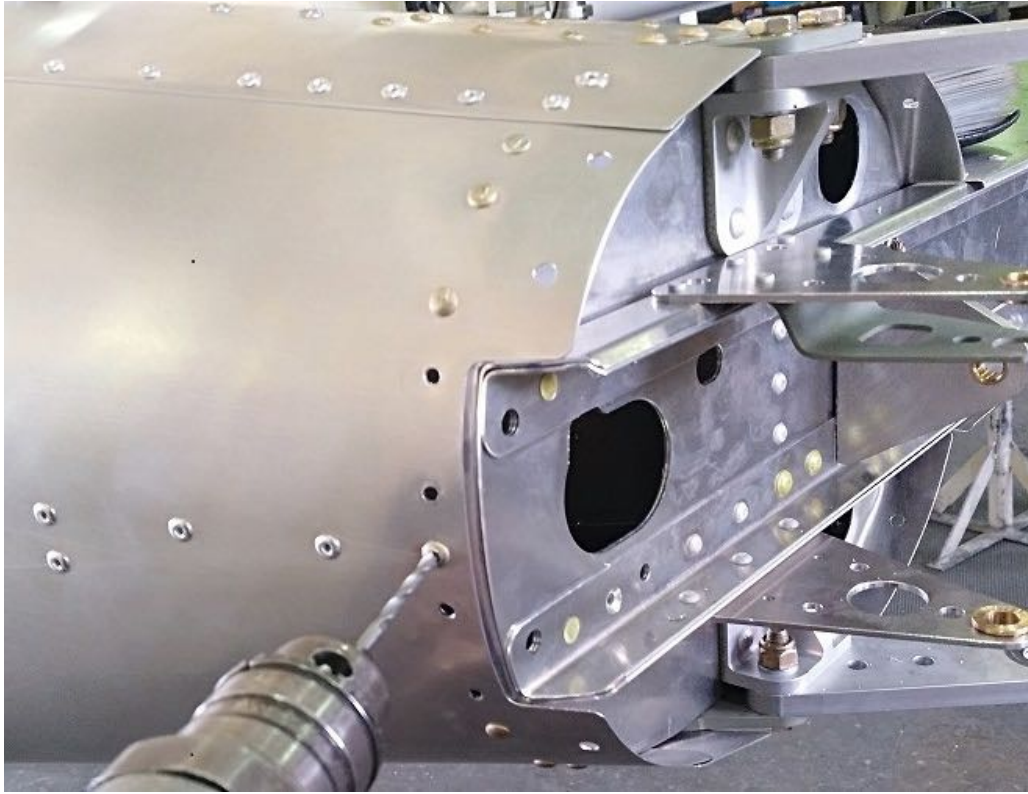


Fig. 7.

3.8) Install the reinforcing doubler with bolts as shown below, use a 90° drill to mark position of holes in the flanges of the reinforcing doubler through the holes in the frame No. 10 (Fig. 8).

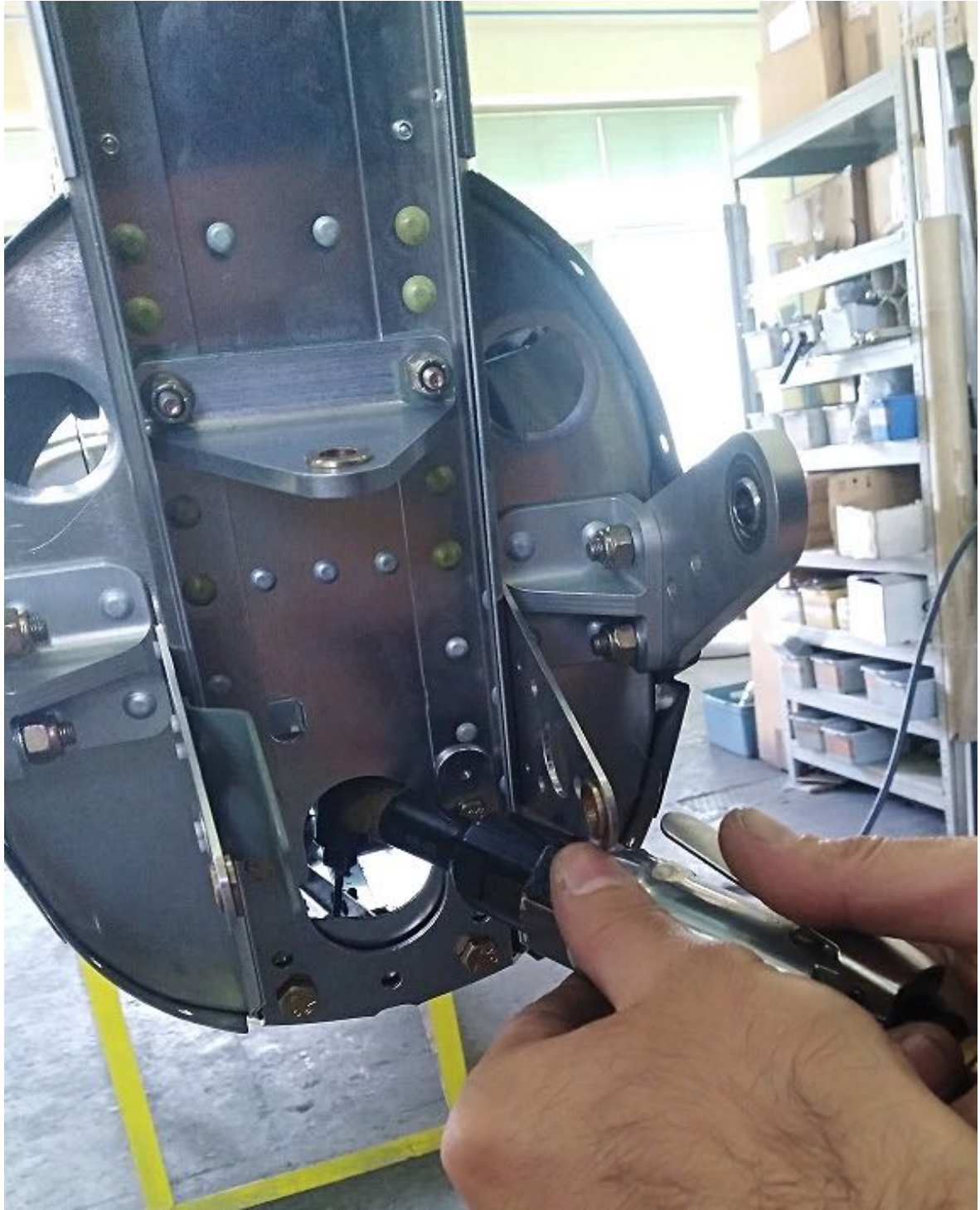


Fig. 8.

3.9) Mark with a marker the holes in the doubler through the holes in the fin spar (Fig. 9).



Fig. 9.

3.10) Round the sharp edge of the fin spar flange to ensure a better fit of the doubler (Fig. 10).

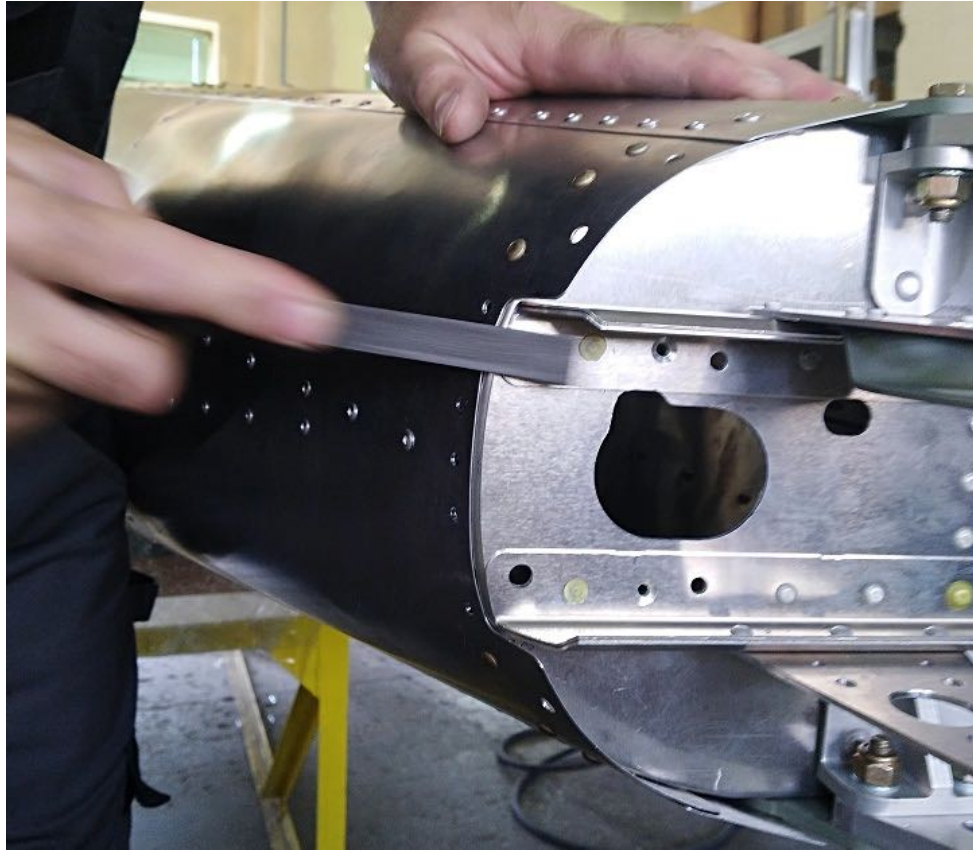


Fig. 10.

3.11) Attach the doubler with temporary bolts, install two rivets with flush heads and two rivets with normal heads on the fin spar (Fig. 11).



Fig. 11.

3.12) Install the rivets on the flanges of the doubler (Fig. 12).

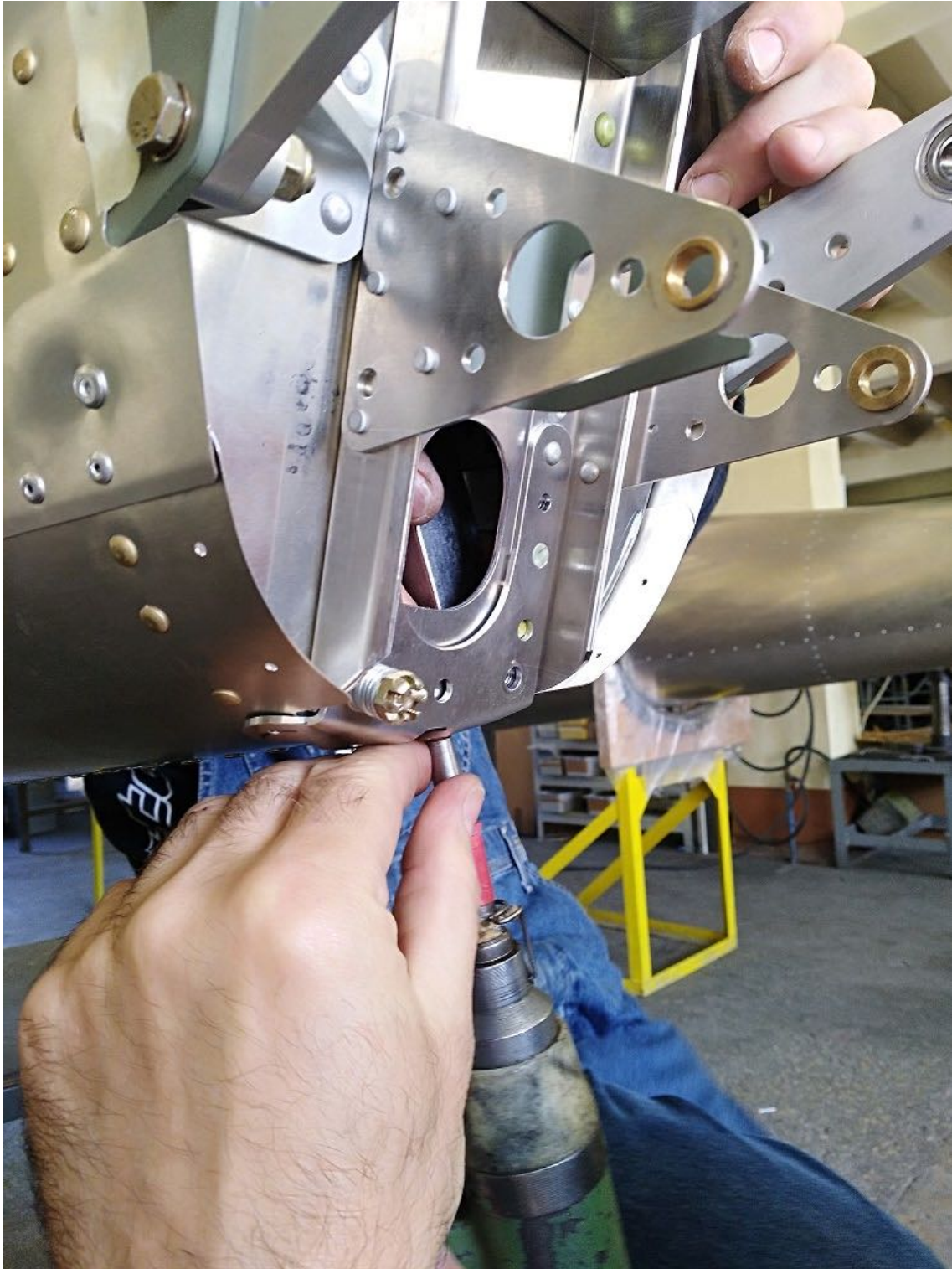


Fig. 12

3.13) Install back the AMHT in reversed order.

Alternative installation method – as approved by Aeroprakt for Australian registered aircraft

- 1) **Instead of solid rivets use Cherry Max rivets P/N CR3213-4-3 at the location shown in the picture below.**



Cherry Max rivets P/N CR3213-4-3

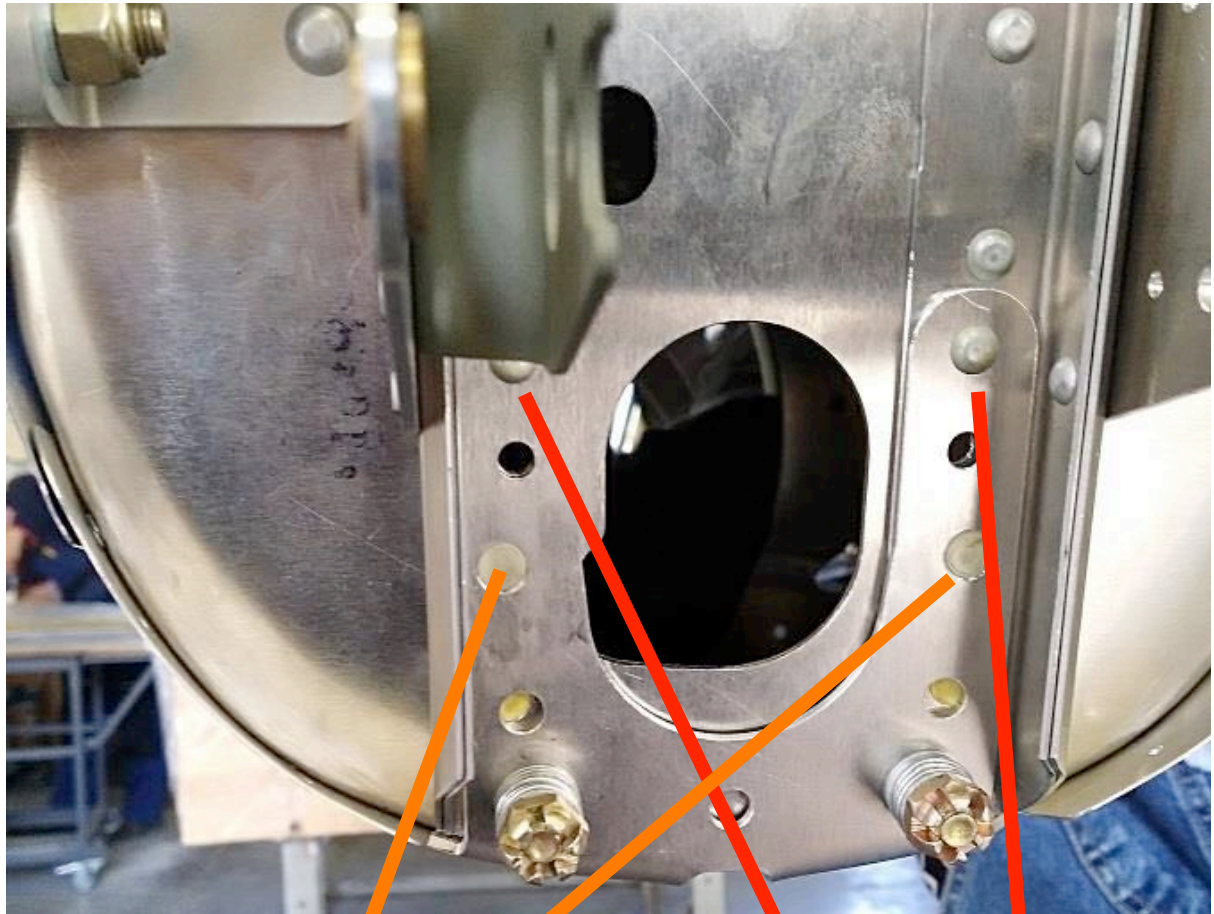
2) Replace the solid rivets with screws and nuts at the location shown in the picture below:



1) MS 27039-0809 screws

2) MS 27039-808 screw

- 3) **Instead of solid rivets use Cherry Max rivets P/N CR3213-4-3** at the location shown in the picture above.



CR3242-4-3 C/S cherry Rivets.

CR3213-4-3 Cherry Rivets