

This Service Bulletin has been produced in accordance with approved Alternative Procedures to DOA EASA.AP356.

INFORMATION OPTIONAL/RECOMMENDED MANDATORY

This Service Bulletin revises SBRTC-2020-4, Revision 0, dated 27.07.2020.

A. SUBJECT:

Inspection of gap between the elevator root hinge assembly and the vertical stabilizer.

B. AFFECTED AIRPLANES:

From S/N 17001 up to S/N 20005 inclusive.

C. REASON:

In operation it was observed that the root hinge assembly may come into contact with the cut-out edge of the vertical stabilizer skin at maximum up deflection of elevator. This will result in local minor damage of the skin at the contact point.

D. REQUIRED ACTION:

Perform an inspection of the gap between elevator root hinge assembly and the vertical stabilizer as follows:

1. Set the elevator trim to full aft position (aircraft tail heavy) and fix the control stick at the rear stop (elevator deflection 30° up) with the help of an assistant or by other appropriate means.
2. Visually inspect the gap "X" between the elevator root hinge assembly and the upper cut-out edge of the vertical stabilizer skin (Fig. 1). The minimum gap "X" is 2 mm.

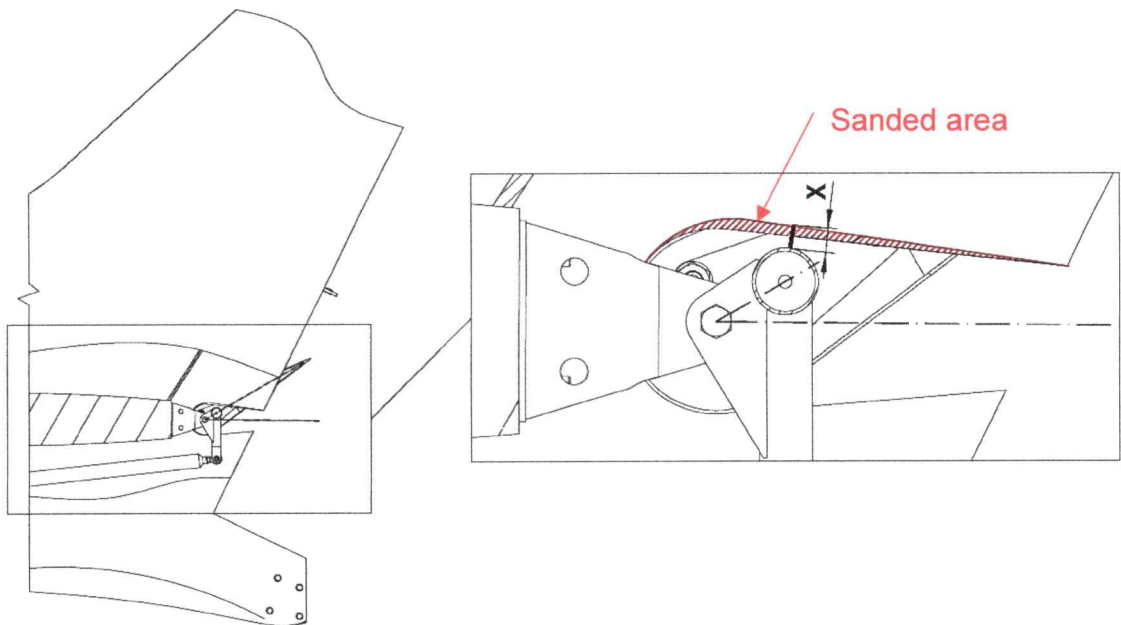


Fig. 1

If a smaller gap is found, perform the following procedure:

3. Set the elevator trim to full forward position (aircraft nose heavy) and fix the control stick at the forward stop (elevator deflection 20° down) to gain access to the work area.

Note: The rudder does not have to be removed to complete this procedure.

4. Protect the elevator root hinge bearing by appropriate means to prevent debris from getting into the bearing.

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5. Sand the edge of the vertical stabilizer skin using sandpaper (grit 120) until the prescribed gap "X" is ensured (Fig. 1).
6. Clean the sanded area and remove debris.
7. Remove the protection of the elevator root hinge bearing.
8. Release the control stick from the fixed position.
9. Record the compliance with this bulletin into aircraft documentation.

E. COMPLIANCE:

At next periodic inspection.

F. WEIGHT AND BALANCE:

Not affected.

G. ACTION CARRIED OUT BY:

Approved Maintenance Organization

H. COSTS COVERED BY:

Costs covered by aircraft owner.
Work time max. 0.5 hour.

I. NECESSARY MATERIAL:

Sandpaper (grit 120).

J. DOCUMENTATION:

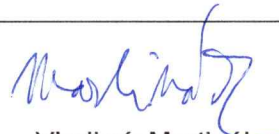
None.

K. ENCLOSURES:

None.

L. APPROVAL:

This Service Bulletin was issued on the base of Minor Repair Approved No. 10073878.



Vladimír Martinák
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