



SPECIAL TECHNICAL INSTRUCTION

- SUBJECT - Trim Tab Anti-wear Ferrules
- STI No - AF-SBC-95-001
- APPLICABILITY - All Strut-Braced Drifter aircraft fitted with moveable elevator trim tab assemblies.
- COMPLIANCE - Forthwith
- STI - This instruction has been raised for the purpose of update modifying Drifter trim tab systems which are not fitted with tab control link anti-wear ferrules in the trim tab control arm and idler arm assemblies at the rear of the aircraft.
- PROCEDURE - Inspect both arm assemblies at the point where the control link rod enters and ascertain whether or not a hollow rivet shaped stainless steel anti-wear ferrule has been installed in both assemblies as standard fitment. If they are not fitted contact Richard or Russell on (074) 632 755 before further flight for details on a no cost factory service update kit.

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R. H. Eacott
Production Manager
28/07/95

Distribution - All SB Aircraft owners up to Dr95-1020SB

cc. Bob White C.A.S.A.
Harry Walton A.U.F.



September 1995

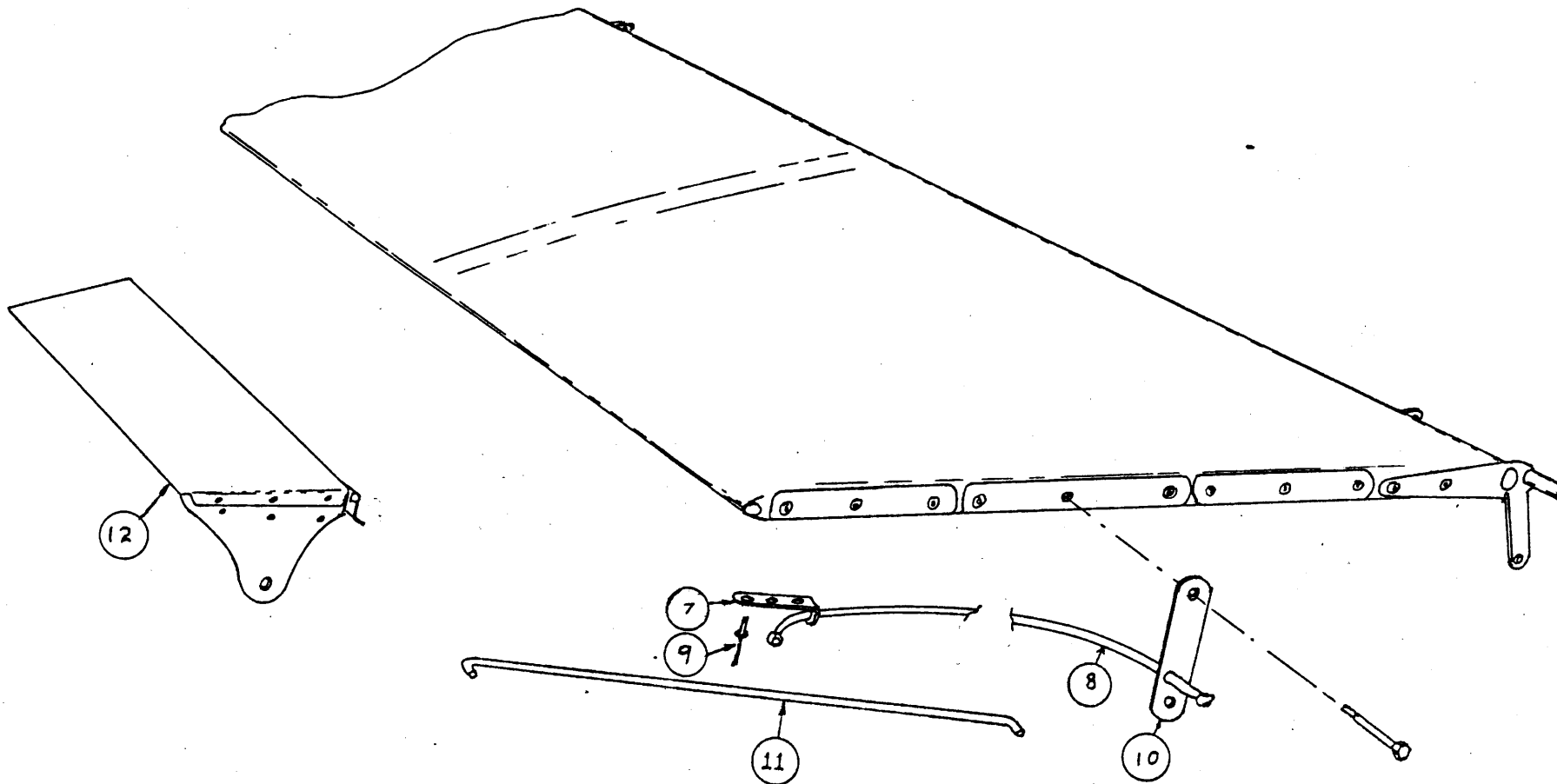
SERVICE KIT - SKAF-SBC-95-001 ISSUE #1

REFERENCE: STI AF-SBC-95-001 Trim Anti-Wear Ferrules

- (1) Removal of trim tab idler arm, ref drawing SBC-005-503. With the elevator and trim control lever (console) in neutral, make note of the trim tab angle as it will need to be returned to this rig position upon completion. Cut and remove bungee cord (item 8). Back off cable clamp nuts (MS35650-302) and mark the cable position through the bolt with a felt pen. Extract the cable from the clamp bolt (SBC-005-523). Accurately measure the length of the link rod inside to inside of lateral bends and make note. Remove the idler arm pivot bolt (AN3-16A) and remove idler arm from link rod, and link rod from trim tab control arm (item 2).
- (2) If required remove trim tab control surface as follows: using a scribe or sharp leather awl, open the crimped ends of the tab hinge (item 3) and extract the hinge pin.
- (3) Ferrule fitment is as follows: drill 4.8mm (10G) the old link rod holes in the tab control arm and idler arm and install ferrules I.A.W. drawing SBC-005-503, sheet 2 of 4.
- (4) Refit tab control surface in reverse order of Para (2) and using pliers carefully pinch the hinge pin hole closed to approximately half it's diameter.
- (5) Refit idler arm as follows: with the exception of the link rod and bungee, refit the idler arm in reverse order of removal. **Note:** Ensure on completion of this step that the pivot bush washers (AN960-516 Qty 2) are located on the radial surface of the bushing (SBC-005-531), also that the arm moves freely with minimal side play.

- (6) Link rod fitment. Using the blank link rod supplied, form the link rod blank end I.A.W. the other formed end and the measurement noted in Para (1). Drill a 1.5mm hole through the sectional center of the rod at 90° to it's longitudinal axis. Note the position of the hole is relevant to the ferrule thickness plus a 1/8" washer supplied. Install the link rod ends into the newly fitted anti-wear ferrules, mount the washers (1/8"), and secure with split pins supplied. Cut split pins to required tail length.
- (7) Fit the bungee cord and control cable as follows. Screw on one cable clamp nut (MS35650-302, Drawing SBC-005-503, sheet 3) past the cable hole and insert the control cable to the position as marked in Para (1). Unscrew the previously fitted nut until a firm finger pressure is applied to the cable. Install the outer nut and tighten to apply a good clamping pressure to the cable without over-crushing it. Apply a drop of "Wick-In Loctite" to each nut. Install the new bungee with the knot end at the fixed lug (item 7). With the cockpit control handle apply full 'nose up' trim. Thread the bungee through the idler arm and stretch to approximately 80% of it's full limit. and secure with a figure eight knot and zip tie. Apply full 'nose down' and ensure a positive bungee pressure is still applied to the trim tab. Cut off excess bungee cord 6mm after zip tie.
- (8) Ensure trim tab is within 2 degrees of original rigged position.
Ensure security and function of all components.
Restore surface finishes if required.

I.A.W. - in accordance with



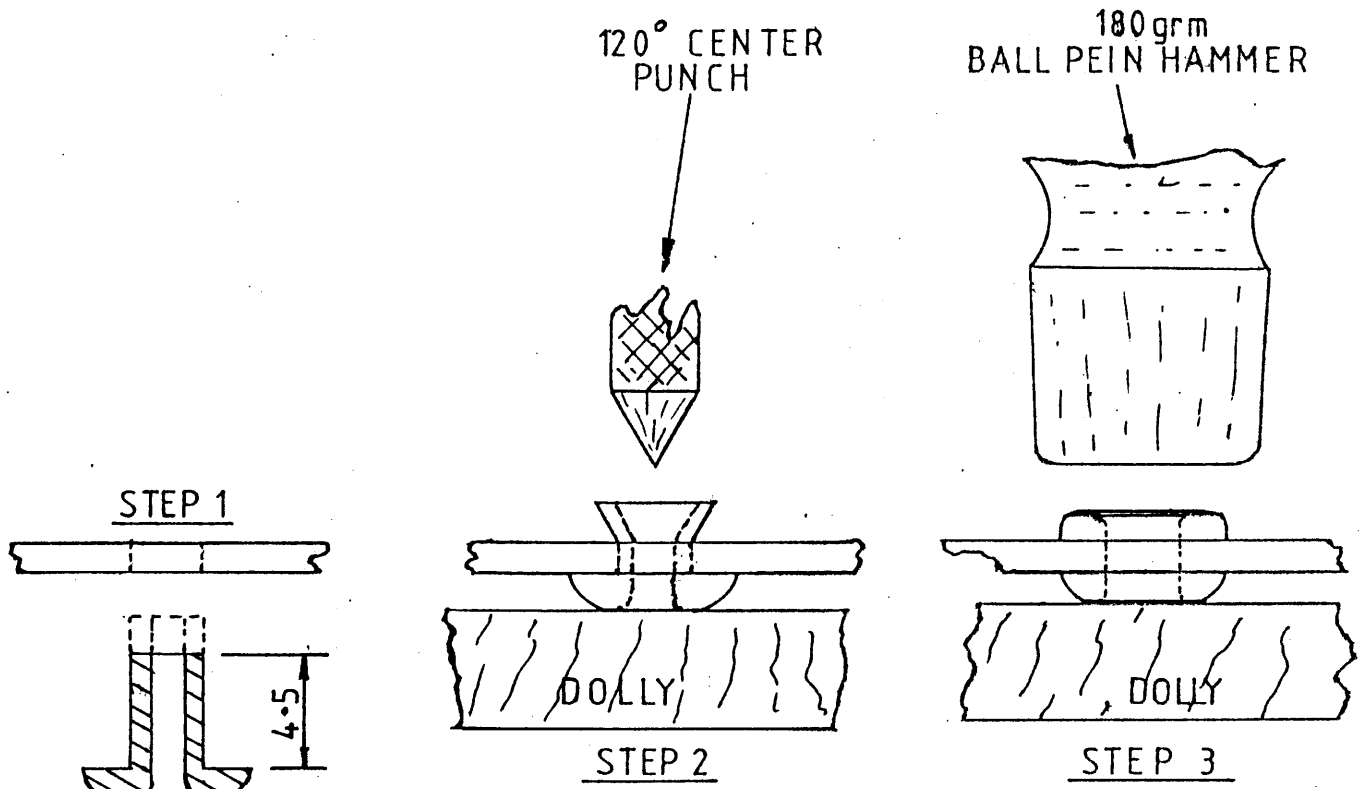
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ALL DIMENSIONS mm
TOLERANCE U.O.N.

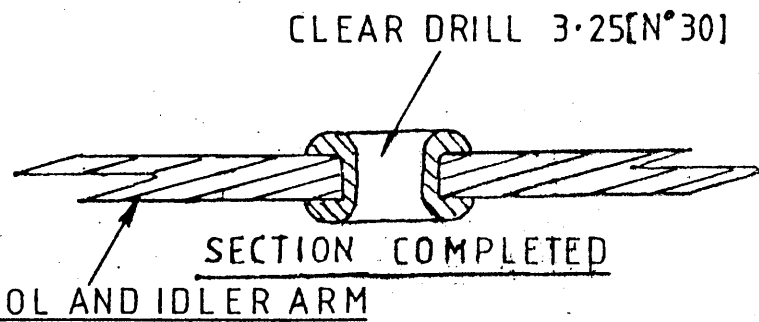
		MATL/SPEC/FINISH N/A	REF N/A
1	ISSUE	AUSTFLIGHT AVIATION	
	CHANGES	THIS DRAWING MAY BE APPLIED TO AN AIRCRAFT OR AIRCRAFT COMPONENT ONLY UNDER THE TERMS OF AN AUSTFLIGHT AVIATION PRODUCTION ORDER	
		TITLE TRIM TAB ASSY REAR	USED ON SBC-005-500
			SHEET 1 of 4
			SCALE N/S
			DRAWING NO SBC-005-503
		BK RJP 7.7.95	DRN CHKD DATE

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ALL DIMENSIONS IN MM TOLERANCE U.O.N. ± 1.0

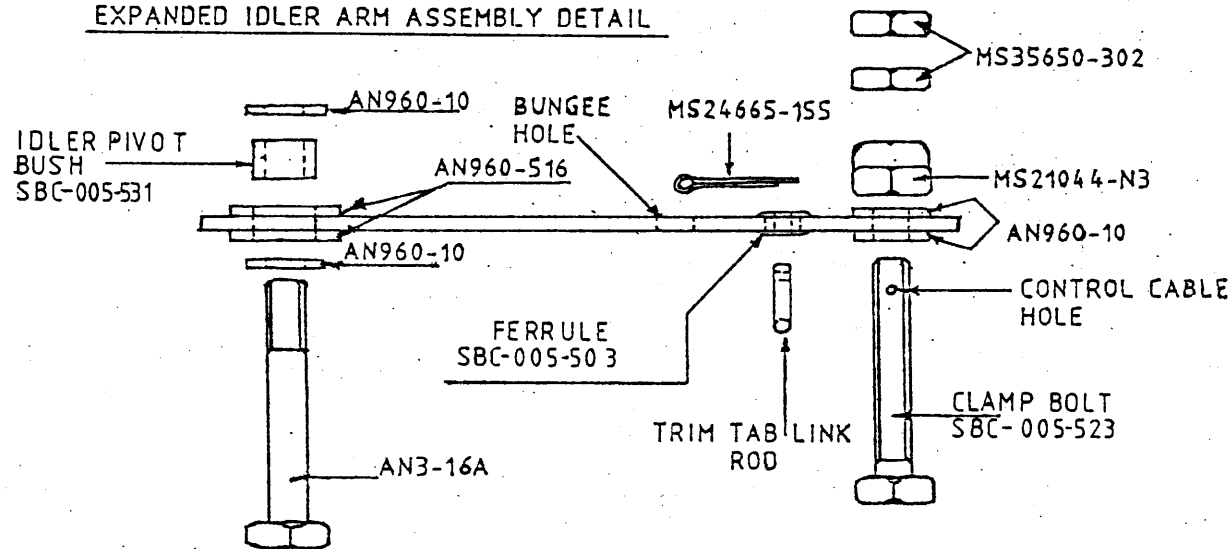


MAKE PART FROM BLANK SS 6-2 RIVET



		MATL/SPEC/FINISH N/A	REF NIL	
	1	ISSUE	AUSTFLIGHT AVIATION	
		CHANGES	USED ON SBC-005-500	
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	RJP	DRN	SHEET 2 OF 4	SCALE N/S
	BAL	CHKD	DRAWING N°	
	6.7.95	DATE	SBC-005-503	
		TITLE	TRIM TAB CONTROL FERRULE BUSH INST'N	

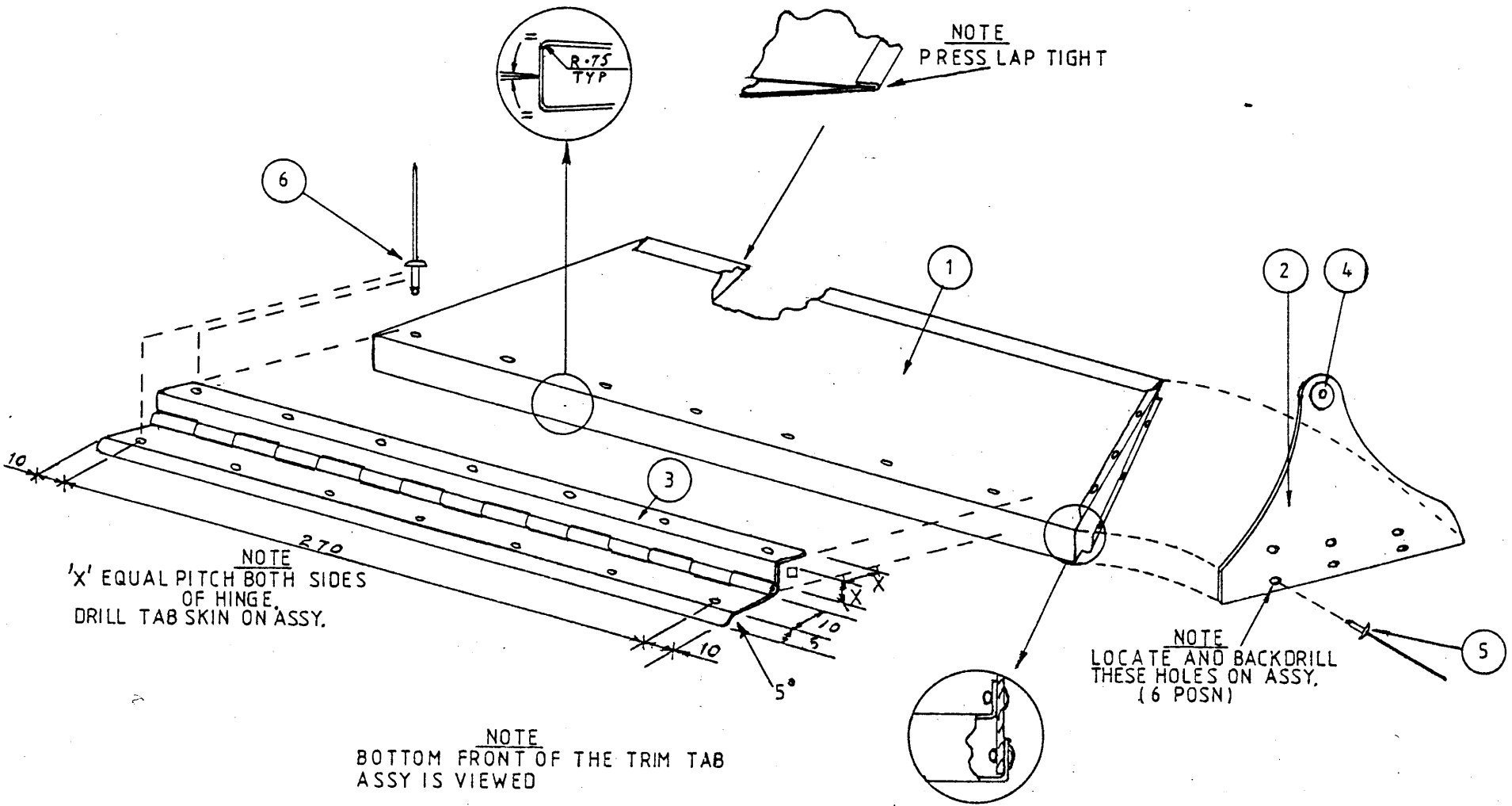
EXPANDED IDLER ARM ASSEMBLY DETAIL



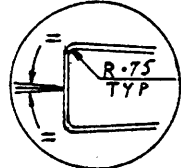
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ALL DIMENSIONS mm
TOLERANCE U.O.N.

1		ISSUE	MATL/SPEC/FINISH N/A	REF NIL
CHANGES			AUSTFLIGHT AVIATION	USED ON SBC-005-500
			THIS DRAWING MAY BE APPLIED TO AN AIRCRAFT OR AIRCRAFT COMPONENT ONLY UNDER THE TERMS OF AN AUSTFLIGHT AVIATION PRODUCTION ORDER	SHEET 3 of 4
			TITLE IDLER ARM EXPANDED DETAIL	SCALE N/S
				DRAWING NO SBC-005-503
	RTP	DN		
	BK	CHKD		
	6.7.95	DATE		



NOTE
PRESS LAP TIGHT



NOTE
'X' EQUAL PITCH BOTH SIDES
OF HINGE.
DRILL TAB SKIN ON ASSY.

NOTE
LOCATE AND BACKDRILL
THESE HOLES ON ASSY.
(6 POSN)

NOTE
BOTTOM FRONT OF THE TRIM TAB
ASSY IS VIEWED

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ALL DIMENSIONS mm
TOLERANCE U.O.N.
± 0.75

1		ISSUE	MATL/SPEC/FINISH PAINT I.A.W. AF-95-04	REF NIL
		CHANGES	AUSTFLIGHT AVIATION	USED ON SBC-005-500
RJP		DRN	THIS DRAWING MAY BE APPLIED TO AN AIRCRAFT OR AIRCRAFT COMPONENT ONLY UNDER THE TERMS OF AN AUSTFLIGHT AVIATION PRODUCTION ORDER	SHEET 4 OF 4
BCL		CHKD		SCALE N/S
6-7-95		DATE		TITLE TRIM TAB ASSY