

Modification to fuselage wing lift pin stiffener

Classification

This Modification has been classified as Mandatory

Compliance

Within the next 10 flying hours

Introduction

Calculations have shown that, due to possible variations in build quality, in order to ensure compliance with the V.L.A. requirements, it is necessary to reinforce the top hat stiffener on the inside of the fuselage adjacent to the rear lift pin socket

Issue 1 of this modification incorrectly called up page 10-68 in the Action paragraph. This Issue corrects that to page 10-86.

Action

A. Aircraft where Step 8 on page 10-86 has not yet been carried out.

The Modification will be accomplished by building according to the instructions of Step 8 at Preliminary Issue 24 dated 1 December 1995

B. Aircraft where Step 8 on page 10-86 has already been completed.

Remove any upholstery and adhesive or paint as appropriate. Thoroughly scuff sand the area which has been covered by the existing 'bid*' cloth, and apply the extra 2 layers of 'bid*' and 3 layers of 'uni*' as described in Step 8 of Preliminary Issue 24 dated 1 December 1995.

Note: If the top hat section dimensions are less than 25 mm x 25 mm lay up an extra 2 plies of 'uni*' over the top hat with the fibres running lengthwise.

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