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SB-GA8-2021-209

Issue 1

MANDATORY

Service Bulletin

Subject:

Tow Limit Markings

Applicability:

This Service Bulletin is applicable to the aircraft serial numbers identified in Table 1.

Table 1: Applicability

PART	APPLICABILITY
GA8	All aircraft until serial number GA8-20-262 not incorporating SL-GA8-2007-07
GA8-TC 320	All aircraft until serial number GA8-TC 320-20-261 not incorporating SL-GA8-2007-07

Amendments:

Issue 1: Initial Issue. Refer to GAE11#2774.

Background:

This Mandatory Service Bulletin details the installation of Tow Limit Markings previously contained in Service Letter SL-GA8-2007-07, which was an optional modification. The Service Letter stipulated that these markings were required when owners and operators utilised motorised towing equipment to prevent over travel and damage to the nose wheel steering stops and/or rudder system. Recently an operator used motorised towing equipment without incorporating the Service Letter resulting in minor damage to the nose leg steering stops. Therefore the requirement to install Tow Limit Markings is being made mandatory by this Service Bulletin.

Compliance

For applicable aircraft, within 15 months from issuance of this Service Bulletin.

Weight and Balance

This Service Bulletin has negligible effect on empty weight and empty weight centre of gravity.

Approval

This Service Bulletin has been approved in accordance with the requirements of Australian Civil Aviation Safety Regulation 21.095 (1998).

Parts and Materials:

The parts required to incorporate this Service Bulletin are detailed in Table 2.

Table 2: Parts required.

ITEM	PART NUMBER	DESCRIPTION	QTY
1	GA8-112011-403	TOW LIMIT PLACARD	2

NOTE:

For languages other than English; the placards may be manufactured locally in accordance with Figure 3.

Parts Availability:

Parts can be obtained directly from GippsAero using the following contact details.

Tel: +61 (0)3 5172 1200

Fax: +61 (0)3 5172 1201

Email: PARTS@gippsaero.com.au

Labour:

Approximately 0.5 hour should be allocated to completing the requirements of this Service Bulletin.

This estimate does not include time required to do normal maintenance preparation or set up equipment.

Warranty:

Aircraft covered by warranty may claim the direct cost of incorporating the requirements of this Service Bulletin by contacting GippsAero Customer Service:

Tel: +61 (0)3 5172 1200

Fax: +61 (0)3 5172 1201

Email: SUPPORT@gippsaero.com.au

Accomplishment Instructions:

WARNING:

IT IS THE RESPONSIBILITY OF ALL PERSONNEL TO ENSURE WORK HEALTH AND SAFETY REQUIREMENTS ARE MET AT ALL TIMES. ALL PERSONNEL MUST COMPLY WITH ALL WORK HEALTH AND SAFETY REQUIREMENTS AS DEFINED OR RECOMMENDED BY:

- AIRCRAFT MAINTENANCE AND OPERATION MANUALS;
- RELEVANT NAA REGULATIONS AND ADVISORY DOCUMENTATION;
- ORGANISATION MANUALS, INCLUDING NAA ENDORSED OPERATIONAL AND MAINTENANCE MANUALS; AND
- RELEVANT LOCAL, STATE AND FEDERAL GOVERNMENT REQUIREMENTS.

WARNING:

READ THE APPLICABLE MATERIAL SAFETY DATA SHEET (MSDS) FOR ANY CONSUMABLE USED DURING THE ACCOMPLISHMENT OF THIS SERVICE BULLETIN AND EMPLOY ANY RECOMMENDED PERSONAL PROTECTIVE EQUIPMENT (PPE) CONTAINED THEREIN.

NOTE:

Unless otherwise specified, reference to the GA8 or GA8-TC 320 Service Manual and FAA Advisory Circular (AC) 43.13-1B should be made when carrying out the procedures prescribed in this Service Bulletin. In case of a discrepancy between the Service Manual and the AC, the Service Manual takes precedence.

NOTE:

Read all the applicable instructions prior to initiating any work.

1. Determine the nose leg travel using a hand tow bar by articulating the nose wheel until the rudder stops are reached. If tyre wear is a concern; the nose wheel may be lifted from the ground in accordance with the Service Manual.

WARNING:

ENSURE THE AIRCRAFT IS SECURELY RESTRAINED FROM ANY MOVEMENT DURING THIS PROCEDURE

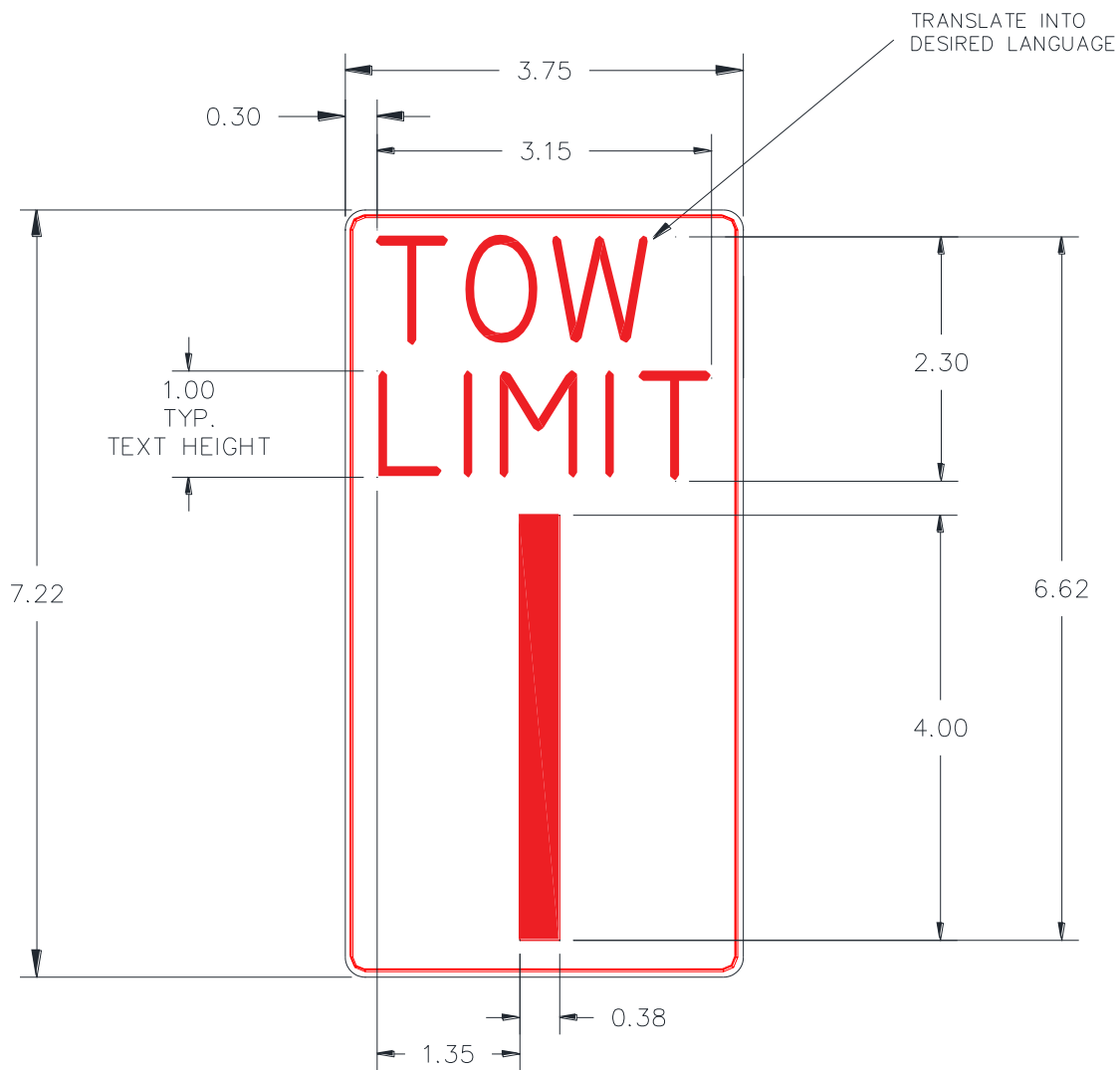
2. Lift the handle of the tow bar to the lower engine cowl and mark the location just inside the extreme position by approximately 0.25" +/- 0.125".
3. Affix item 1 at each marked location. Ensuring the tow limit line coincides with the marking. Refer to Figure 1.
4. Articulate the nose wheel to confirm the Tow Limit Placards have been attached inside the NLG travel limits. Refer to Figure 2.
5. Visually inspect mechanical stops on the nose wheel steering circuit and rudder surface for any damage and rectify, as required.



Figure 1 – Tow Limit Markings on Lower Engine Cowl



Figure 2 – Tow Limit Markings Tolerance Check



TOW LIMIT PLACARD

ANY SELF-ADHESIVE VINYL
MATERIAL IS ACCEPTABLE

Figure 3 – Dimensions for Locally Manufactured Placard

NOTE:

The placard uses red lettering on a white background and the material selected may not be easily erased, disfigured, or obscured.

Documentation:

Update aircraft logbook to reflect incorporation of this Service Bulletin.

Continuing Airworthiness:

There are no additional continuing airworthiness requirements introduced by this Service Bulletin.

Compliance Notice:

Complete the Document Compliance Notice and return to GippsAero by mail, fax or email.

DOCUMENT COMPLIANCE NOTICE



A Mahindra Aerospace Company

Document:

SB-GA8-2021-209

Issue 1

Aircraft Serial Number: GA8-_____

Service Bulletin SB-GA8-2021-209 Issue 1 has been incorporated in the above aircraft.

Date of Incorporation: _____

Signed

Print Name: _____

Please post, fax or email this compliance notice to:

GippsAero

Attn: Technical Publications

Email: TECHPUBS@gippsaero.com.au

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