

Service Bulletin

1 Subject:

Floor Rib 10 and 11 Reinforcement

2 Applicability:

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

Table 1: Applicability

AIRCRAFT	SERIAL NUMBER(s)
GA8	This Service Bulletin is applicable to all GA8 aircraft. Written authorisation to install this optional Service Bulletin must be obtained from GippsAero before installation.
GA8-TC 320	This Service Bulletin is applicable to all GA8 TC 320 aircraft. Written authorisation to install this optional Service Bulletin must be obtained from GippsAero before installation.

3 Amendments:

Issue 1: Initial Issue. Refer to GAE11-2835.

4 Background:

This Service Bulletin provides instructions to install reinforcement doublers to the outboard floor ribs number 10 and 11. The doublers may be installed as a preventative measure for aircraft operating from unprepared runways or may be used to repair cracks in the affected ribs.

Floor ribs of the GA8 and GA8-TC 320 are numbered as shown in Figure 1. The affected rib locations, and the hatches which must be installed to access Rib #10 are marked in red.

This Service Bulletin is made up of two parts:

- **Part A** of this Service Bulletin installs access panels to the floor and doublers to Rib #10 on the port and / or starboard side of the aircraft.
- **Part B** of this Service Bulletin installs doublers to Rib #11 on the port and / or starboard side of the aircraft.

This Service Bulletin may be used to modify any combination of left-hand or right-hand Ribs; it is not required to modify all ribs at the same time.

Where this Service Bulletin is being used to address cracks in Rib #10 and #11, the cracks must be less than 0.700" in length and, including a $\varnothing 0.156$ " stop-drill, be less than 1.180" when measured from the rib flange, as shown in Figure 3.

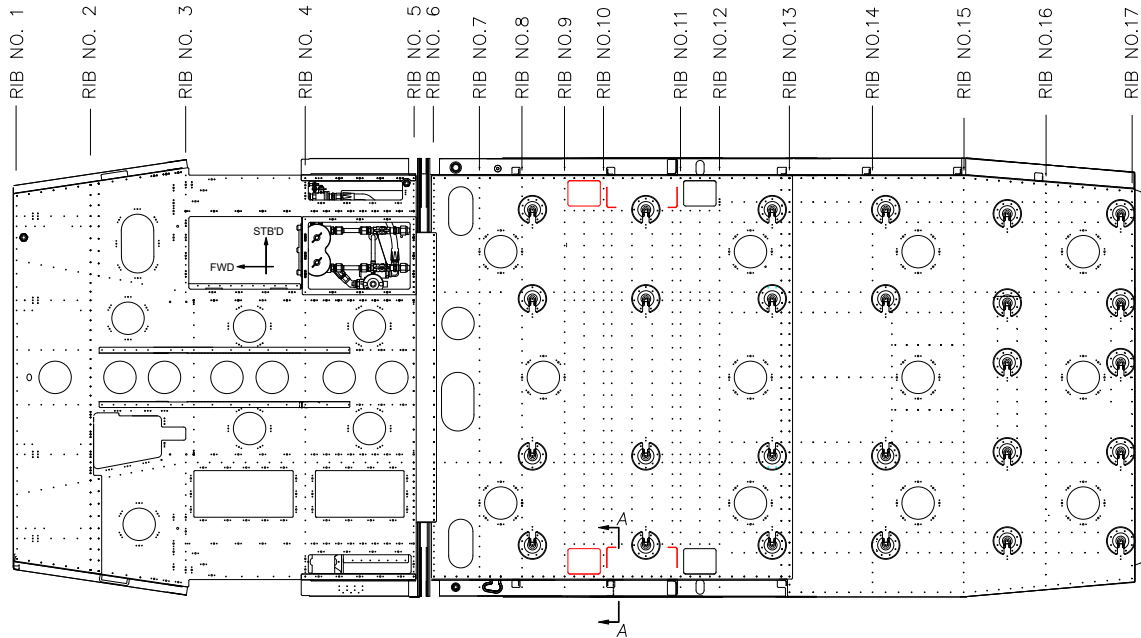
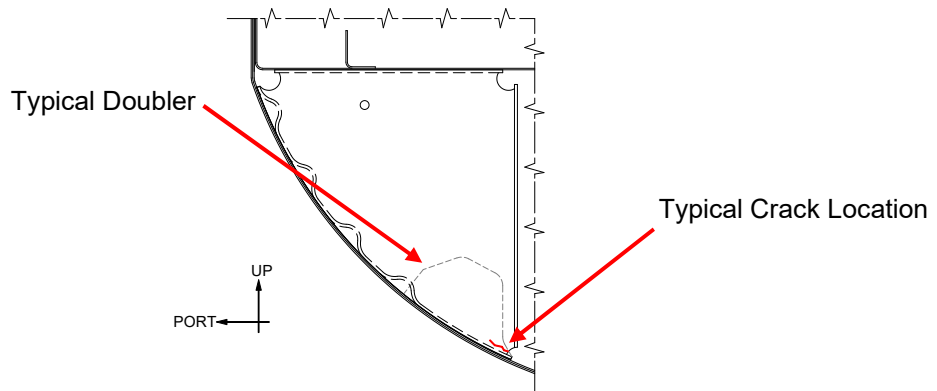


Figure 1: GA8 and GA8-TC 320 Floor Rib Locations (View looking down on Floor)



SECTION A-A
VIEW LOOKING FWD

Figure 2: Section A-A: Typical Crack Location and Doubler Installation

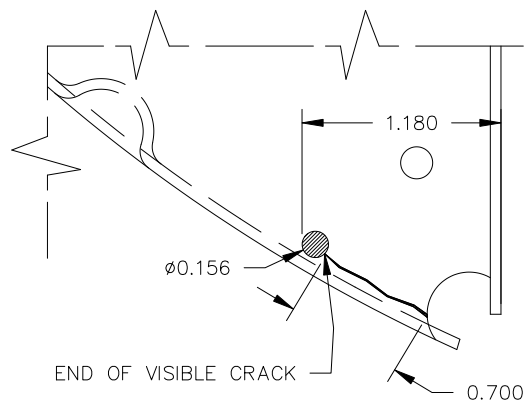


Figure 3: Maximum Crack Size