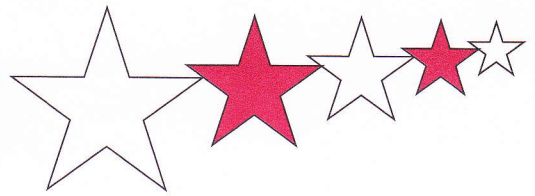


# **COSMIK AVIATION**



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## **UK BUILT EV-97 EUROSTAR AIRCRAFT**

### **SERVICE BULLETIN, SB EV97-UK-01.**

Attachment of Flap Control Rod to Flap Control Lever. (see fig.1 accompanying this bulletin)

#### **Background.**

It has become apparent that, due to unclear build instructions and drawings, some aircraft may have been built with inadequate locking of the attachment bolt and nut at this position. (items 27, 48&59 on fig.1)

Aerotechnik has confirmed that the nut, (item 48) and the bolt, (item 27) should be locked with a tab washer, (item 59) even though fig .1 only shows the nut being locked.

Because of poor accessibility, it has been agreed with PFA Engineering that on completed aircraft Loctite 290 may be used to provide joint security rather than an additional tab washer.

#### **Applicability.**

All UK Eurostar aircraft not having tab washer locking of item 27.

#### **Accomplishment.**

Remove all seat cushions.

Remove the seat belt inboard attachments and associated through bolt.

Remove the cover over the flap and trim control levers.

Check that items 48& 27 are still tight.

Apply one drop of Loctite 290 to the protruding end of the bolt at the position indicated on fig 1.

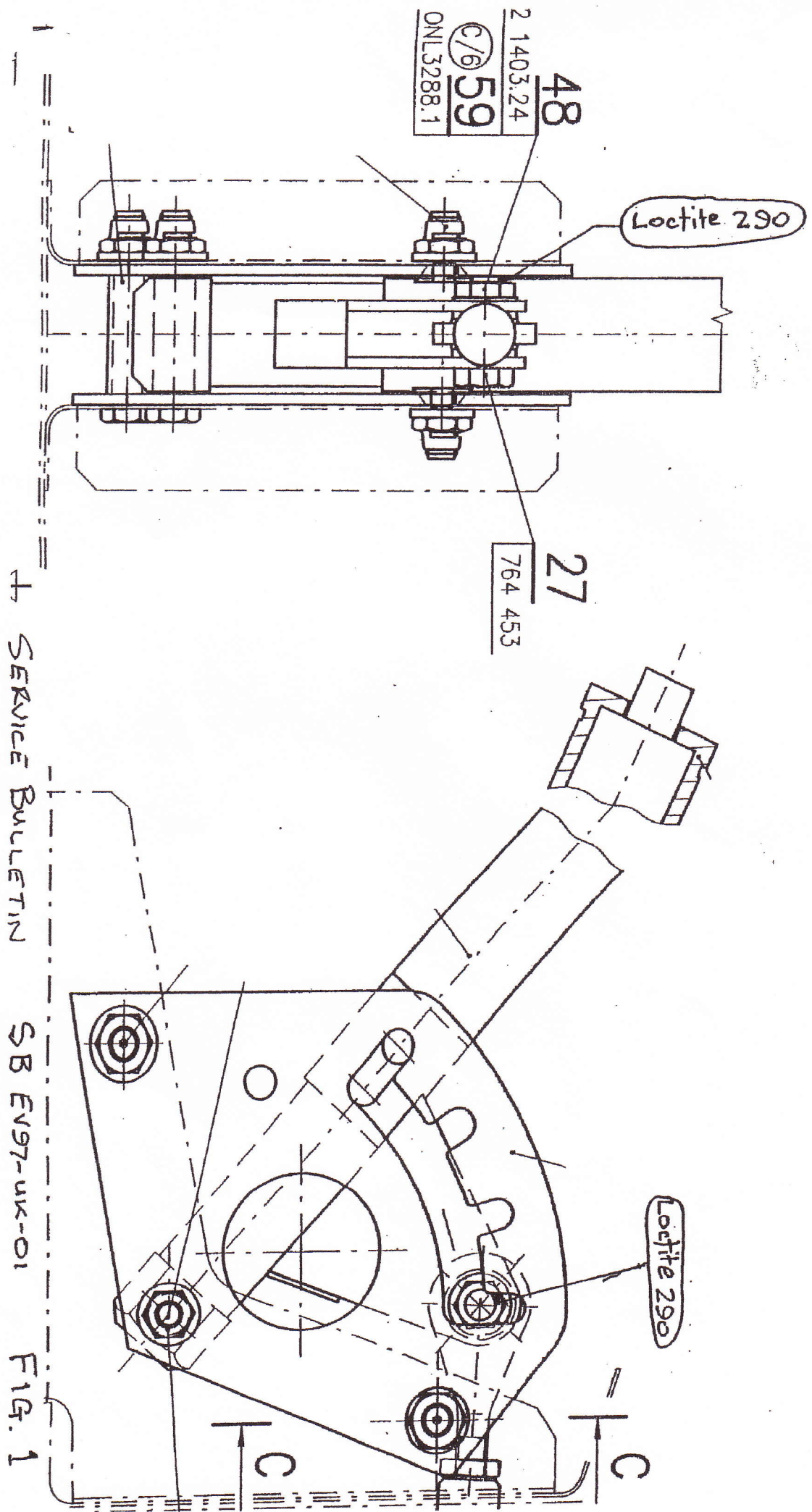
Note; Loctite 290 has low viscosity and is designed to capillary into assembled joints.

Replace disassembled items.

Record compliance with SB EV97-UK-01 in the Airframe Logbook

Have the entry signed off by your inspector.

23 Sept. 2002



SERVICE BULLETIN SB EV97-UK-01 FIG. 1