

Service Letter

Subject:

Wing rigging procedure.

Applicability:

All GA8 aircraft S/N GA8-04-054 and subsequent and any earlier aircraft with SB-GA8-2004-12 incorporated.

Amendments:

Corrected typographic error in serial number applicability.

Background:

To allow more precise lateral rigging a production improvement has incorporated an adjusting bush in the rear wing spar attachment of aircraft S/N GA8-04-054 and subsequent. The change may also be retrofitted to earlier aircraft by incorporating SB-GA8-2004-12. As a result of this change the Service Manual requires revision to incorporate the wing rigging procedure. In the interim period, this Service Letter has been prepared to advise operators of the wing rigging procedure.

Weight and Balance:

Nil change.

Instructions:

For aircraft S/N GA8-04-054 and subsequent or earlier aircraft with SB-GA8-2004-12 incorporated the wing rigging is adjustable on the left wing only. To correct a wing low condition carry out the following:

1. Ensure flap and aileron rigging is correct in accordance with chapters **27-50-00** and **27-10-00**. If aileron or flap rigging is found to be incorrect, rectify and test fly the aircraft to confirm that the wing low condition still exists.
2. Remove Upper and Lower Wing Root fairings on LHS. Remove interior trim as required to gain access to rear spar attachment bolt.
3. Remove lock nut from Rear Spar attachment bolt.
4. Loosen but do not remove nut on rear spar attachment bolt.

5. Adjust Rear Spar Adjusting Bushes as required. Adjust the rear spar down by turning the indicating mark on the adjusting bush up to correct a left wing low condition. Adjust the rear spar up by turning the indicating mark on the adjusting bush down to correct a right wing low condition.
6. Torque Rear Spar attachment bolt to 60-85in.lbs. Refit lock nut and torque to 60-85in.lbs.
7. Ensure flap and aileron rigging are still correct in accordance with chapters **27-50-00** and **27-10-00**, paying particular attention to cable tensions.
8. Refit all items removed for access
9. Carry out test flight.

NOTE:

Forward and Aft Rear Spar Adjusting Bushes must be moved in unison.

For aircraft S/N GA8-00-004 through GA8-04-053 that have not had SB-GA8-2004-12 incorporated the wing rigging is fixed at manufacture and the only adjustment to correct a wing low condition is the flap up setting in accordance with **27-10-00**. If a wing low condition cannot be rectified by adjusting the flap up setting within the normal range SB-GA8-2004-12 should be incorporated to enable adjustment of the wing rigging.

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