

1st June 1961

Technical Instruction No. 8

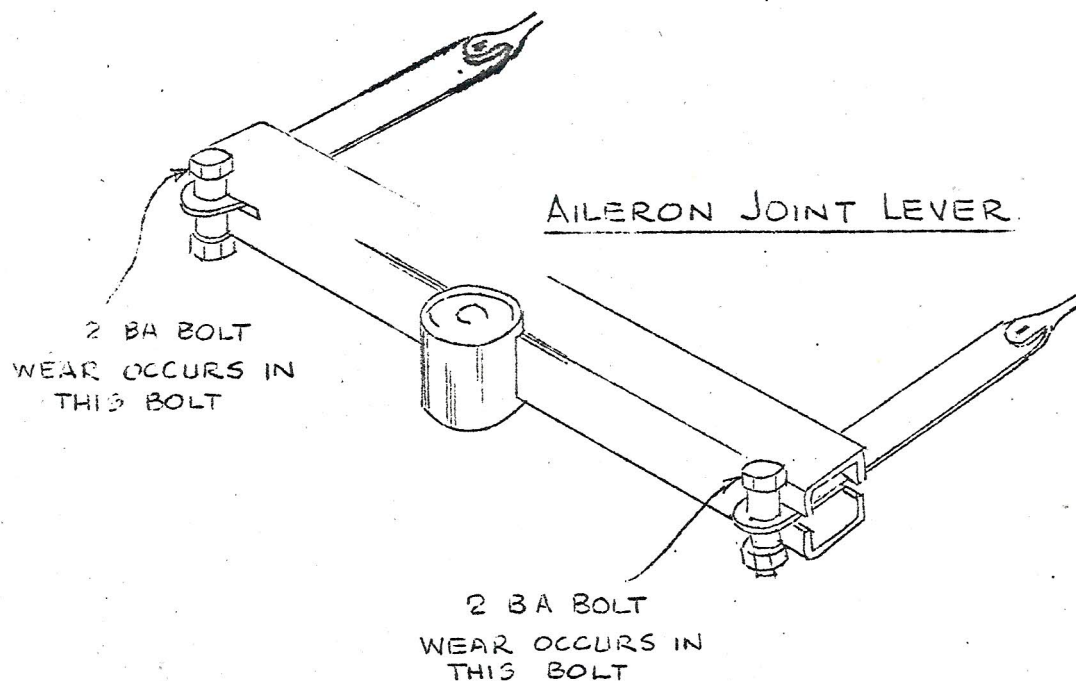
Skylark III

Wear on 2 B.A. bolts attaching aileron cables at wing joint

It has been discovered during C. of A. overall inspection that the 2 B.A. bolts connecting the aileron cable to the aileron joint lever are liable to rapid wear.

Inspectors should therefore be particular to check this point and to renew if wear has taken place.

The rate of wear can be considerably reduced if the connection is lubricated regularly.



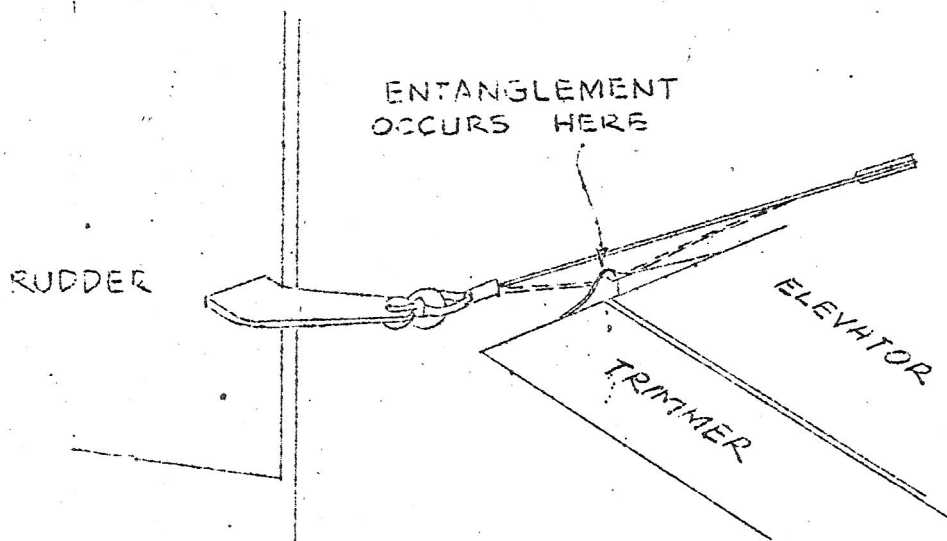
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SKYLARK 3B, C & D

The following has recently been brought to our attention:-

With the rudder pedals adjusted fully forward a certain amount of slack becomes apparent in the rudder cables.

In the case of Skylark 3B aircraft this may be sufficient to allow entanglement of the St'b'd. cable with the trimmer horn on the elevator.



If this occurred a highly dangerous state would result.

It is therefore essential that the following modification be carried out.

Mod. 95 - Rudder Cable Fairing on Rear Fuselage

(1) Take the fairing Ref: 43-1-162 and place over the st'b'd rudder cable at the rear end of the fuselage, with the rudder central.

The wide end of the fairing should be to the rear and flush with the rear edge of the fin.

(2) Adjust the height of the fairing so that it is positioned equally about the line taken by the rudder cable.

(3) Check that the cable clears the fairing in all positions of the rudder by moving the rudder fully port and stbd.

(4) With the above instructions satisfied now drill 8 - 4 B.A. attachment holes through the fuselage side to suit the holes in the fairing Ref: 43-1-162.

(5) Attach the fairing with the bolts, nuts and washers supplied.
(Access to inside of fuselage skin is found by removing the perspex inspection window just above position of fairing)