

KORFF + CO.KG Luftfahrttechnischer Betrieb LBA II-A 189 Dieselstrasse 5 D-63128 Dietzenbach/GERMANY	SERVICE BULLETIN SB-KOCO 03/818	TAIFUN 17E
		AUSGABE 01 ISSUE

5. Handwritten change in „Flight Manual“ and „Instructions for Continued Airworthiness“.

The following text has to be added:

Flight Manual:

Paragraph 4.2 Preflight check before first flight of a Day: Item 19.
 "Wing locking pins on leading edge secured (*signal pin level with wings upper surface*). *Visual inspection through operating hole under stub wing leading edge if bolt has moved to full front stop position.*"

Paragraph 7.1.1 Rigging after hangar storage: "Locking is achieved when the spigot is no longer visible. *Visual inspection has to be carried out through operating hole under stub wing leading edge if bolt has moved to full front stop position.*"

Instruction for Continued Airworthiness:

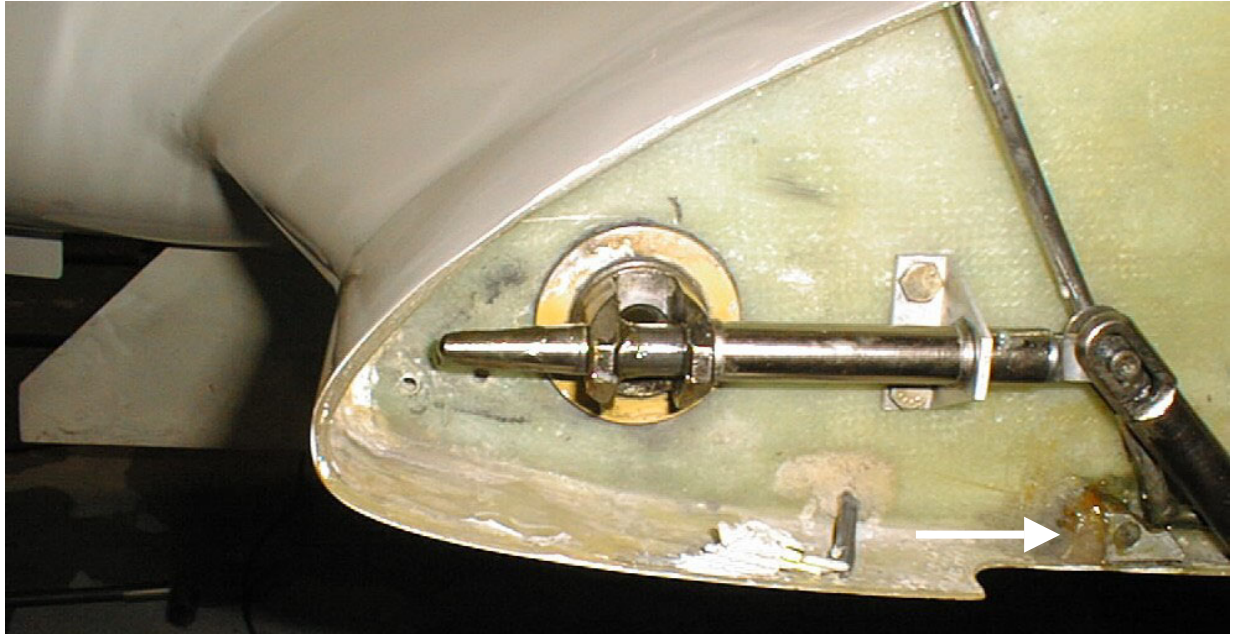
Paragraph 3.15.3 Wing Inspection: Item 7: "Check fitting and parts of wing attachment linkages and folding mechanism for cracks, damage, *deformation, abrasion* and function."

6. Renewal of stop key F1-1300. Screwing can be reached easily through the hole in the root rib. Additional to the screwing the stop key will be embed into a epoxy resin / cotton flocks mixture. During mounting it is necessary to pay attention to the item that the bolt can't be moved by hand more than 2 mm backwards from the full locked front position after the new stop key F1-1300 was adjusted. If this can not be guaranteed, the whole shear force fitting has to be disassembled to find out the reason. In this case please contact the type supporter KORFF + CO.KG for further information.

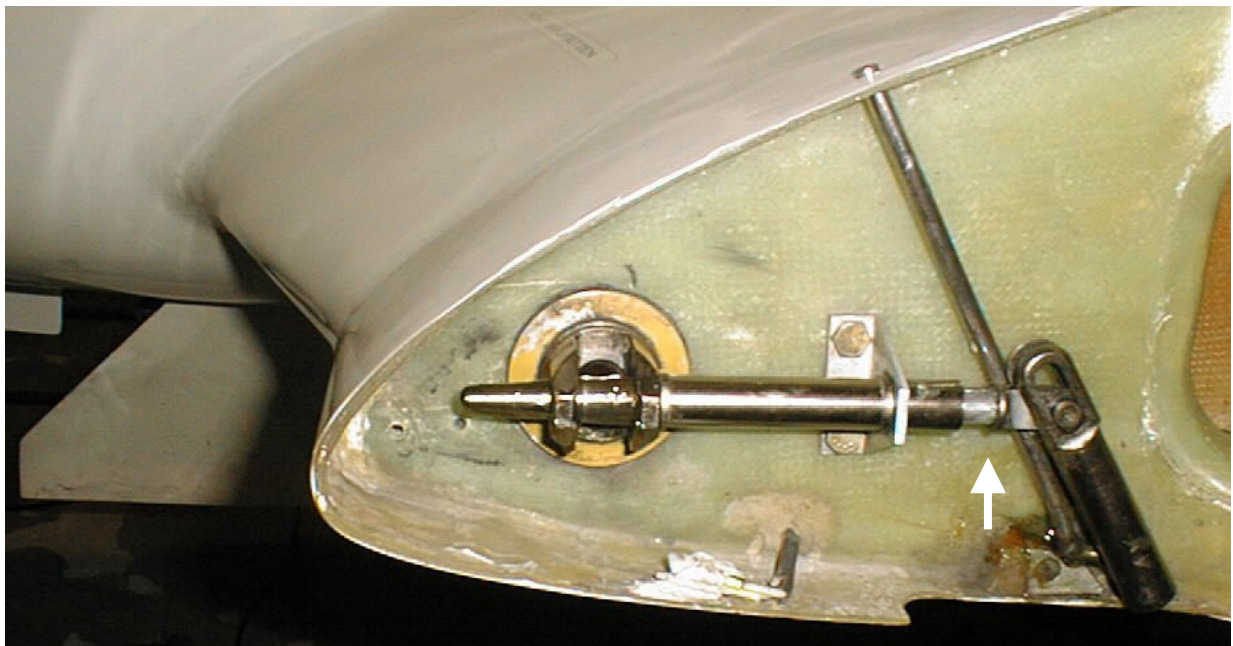
After mounting the new stop key an operational check has to be carried out in derigged and rigged configuration. During the operational check in rigged configuration the correct function of the signal pin (in level with upper wing surface), bolt movement to full front stop position and correct locking function have to be inspected through the operating hole under stub wing leading edge.

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Picture 1: Bolt in full locked front position, can be moved backwards by hand because of worn out stop key F1-1300.



Picture 2: Bolt moved backwards because of worn out stop key F1-1300.

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Weight and Balance: May be neglected.

Material: All necessary parts can be ordered by the type supporter:

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 Unternehmensbereich Luftfahrt
 Dieselstrasse 5
 D-63128 Dietzenbach/GERMANY

Tel.: +49 (0)6074-4006-33
 Fax.: +49 (0)6074/4006-46
 e-mail: ltb@korff.com

Associated Documents: Drawing F1-1340 "Querkraftbeschlag Mittelstück kompl. links" (Shear force fitting, middle part complete LH)

Accomplishment and log book entry: Actions 1-5 must be carried out by a competent person.

Action 6 must be carried out by a certified aviation workshop or a certified aircraft maintenance mechanic depending on national rules.

Accomplishment of the actions must be confirmed in the aircrafts log book depending on national rules.

Remarks: We point out that according to the inspection report in the "Instructions for Continued Airworthiness TAIFUN 17E" paragraph 3.15.3 item 7. "Fittings and parts of wing attachment linkage and folding mechanism" have to be checked "for cracks, damage, deformation, abrasion and function" during each 25-, 50- and 100-hrs.-Inspection.

If more parts than only the stop key F1-1300 have to be renewed because of abrasion, we recommend the accomplishment of SB 23-818. There the shear force fittings of the TAIFUN 17E II were installed which are built more simple and therefore are much more wear resistant. However this modification requires a transfer of the lift detector switch into the LH wing similar to the TAIFUN 17E II installation.

This Service Bulletin was sent to each last holder of the affected S/Ns known to the type supporter. If ownership has changed please return this paper notifying us – if possible – the name and address of the new owner.

Dietzenbach, December 12, 2002

Manager Airworthiness/Certification

LBA approved: German Version
 December 20, 2002



KORFF + CO.KG
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