SERVICE BULLETIN
Title: SST Pullback Adjuster Installation and Instructions

Identification	SB-010
Status	Active
Issue	1
Issue Date	30 October 2010
Applicability	SST wings, serial numbers 001 to 068 inclusive, unless previously accomplished.
Compliance	**Optional**

Issued by: Stuart Coad
Approved by: Airborne Windsports Engineering Department

Summary of Changes: First issue

Introduction

The principle action of this service bulletin is to describe the application and fitment of the SST Pull Back Adjuster Kit, Part # 110358 as supplied by Airborne WindSports.

An adjuster has been developed by Airborne Windsports to allow a change in handling of the SST wing.

Installation of the pull back adjuster can be utilised in a number of ways. It can be used to provide “softer” handling which may be of benefit when flying the trike base and wing when lightly loaded, for example, a pilot of 70kg flying solo. It can also provide easier handler when flying at the lower end of the SST wing speed range.

Fitting of the adjuster requires fitting the adjuster between the end of the pull back wire and the pull back shackle. All hardware to fit the adjuster is included in the kit.

Note: Adjustment to the sprogs is required when the adjuster is fitted. This is described in this Service Bulletin.

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Action

Fit the kit and adjust the sprogs as described in this Service Bulletin.

Comply with the instructions for use as specified in this service bulletin.

Skills

The pilot and maintainer are expected to incorporate this service bulletin as standard practice.

Weight and Balance

No change.

Documentation

No checklist or compliance notes are provided with this service bulletin.

Installing the Pull Back Adjuster

The pull back adjuster is designed to be fitted to the wing with a minimum of change to the current set-up and tuning of the wing. However, adjustment to the sprogs is required.

Install the Adjuster

Note: Refer to Drawing A4-8180 as included in the Retro Kit.

Fit the pull back adjuster as detailed:

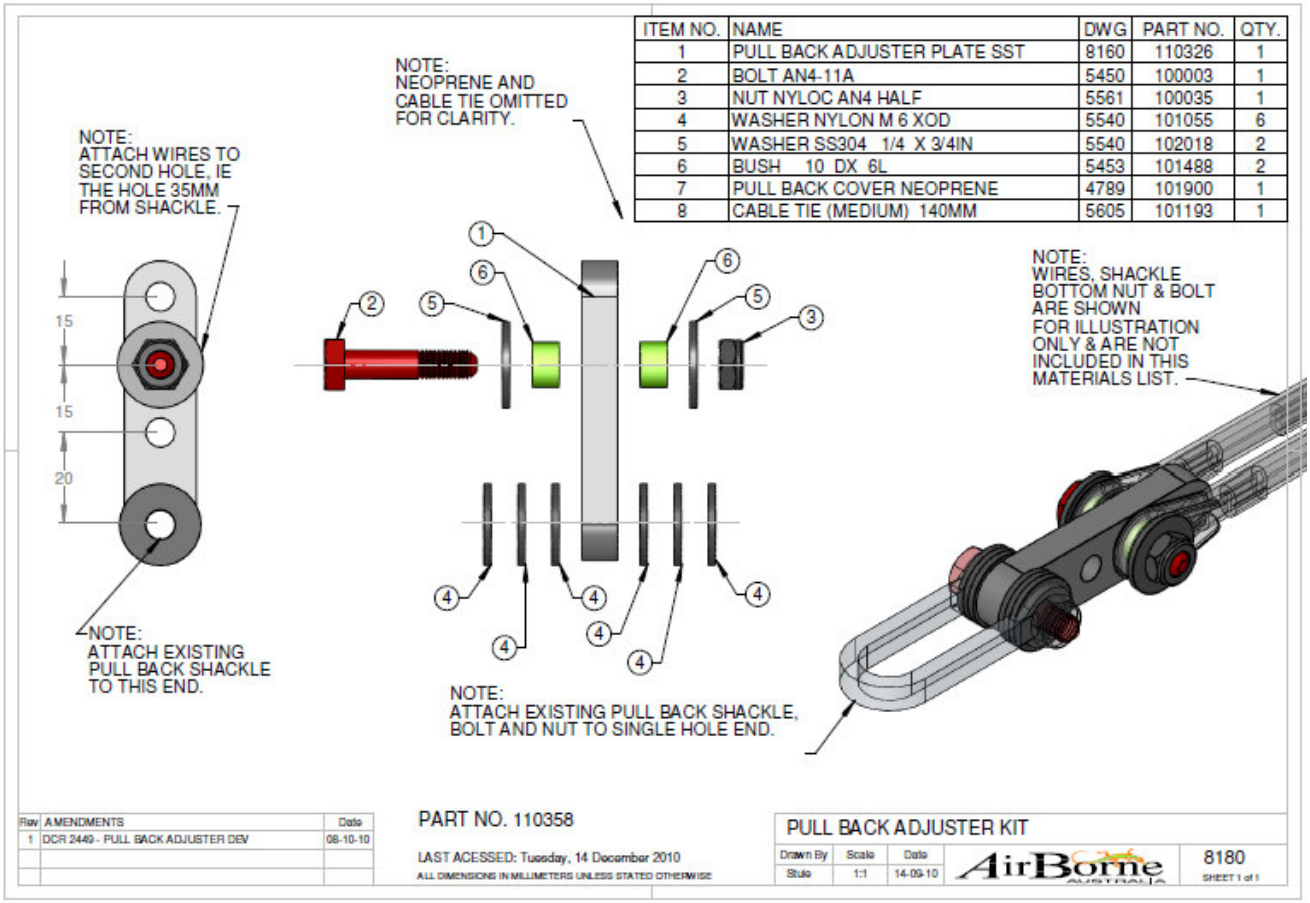


Figure 1 Drawing A4-8180 – PULL BACK ADJUSTER KIT.

Note: The orientation of the adjuster is important. The shackle must be attached to the end-hole that is 20mm from the next hole in the adjuster. Identifying the hole is self-evident when looking at the part side on.

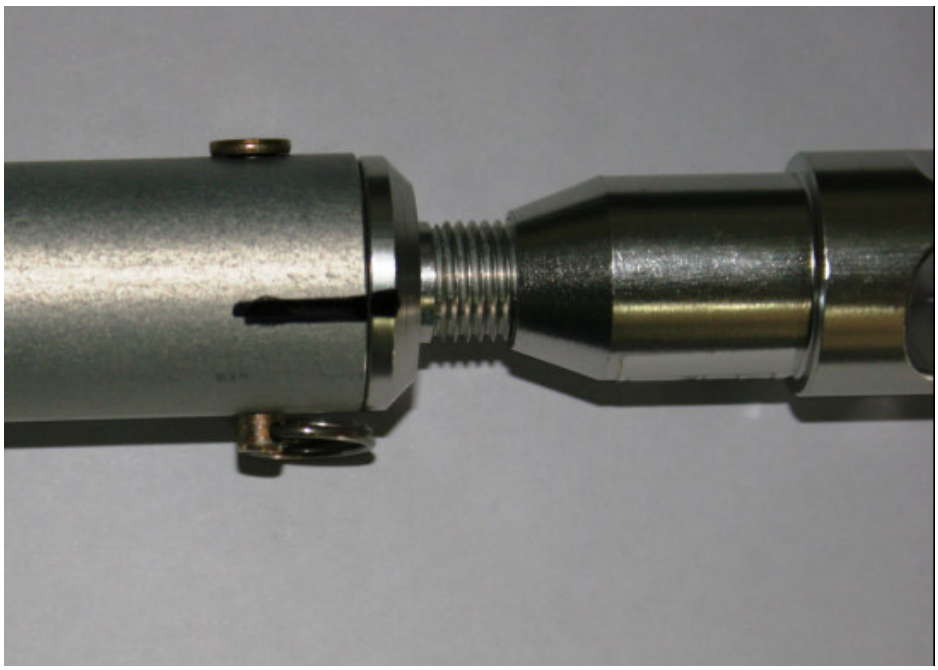
The pull back wires are initially connected to the adjuster at the middle adjustment hole, ie, the hole 35mm from the shackle hole.

Tighten and check all fittings are secure once the adjuster is in place. Replace Nyloc nuts if nylon inserts are worn, as per the maintenance manual.

Adjust the sprogs

In conjunction with fitting the pullback adjuster the follow adjustment should be made from the factory settings,

- Remove wing from base and fit keel extension
- Undo sprog zips and fold sprogs out of sail
- Remove 4 tip battens
- Place wing keel down and de-tension pullback
- Mark sprog tube and fitting with a reference mark (see photo)



- Remove locking ring and pin
- Turn fittings clockwise looking from rear of wing (hold tube from turning with one hand and rotate fitting with other, counting turns using the reference mark)
- Turn fitting clockwise 1.5 turns on both inboard sprogs(closest to centre of wing)
- Turn fitting clockwise 1 turn on both outboard sprogs(closest to tip)

Note: Only remove locking pins on the fitting as you make adjustment and replace immediately after.

- Check both nuts on pullback, pull neoprene cover over pullback adjuster, re-tension wing, replace battens, check all 4 sprog locking pins and rings, do up sprog zips, fit flap over pullback wires, preflight wing.

Conduct check flight

Taxi the aircraft and confirm there is no detrimental change in the handling of the wing, conduct a check flight, inspect and re-confirm there is no detrimental change to the flight characteristics of the aircraft. Handling characteristics should show the wing to be easier to initiate turns, especially at slow speeds, and/or when lightly laden.

End of Safety Bulletin

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