

Jabiru Service Bulletin: Wing Attachment Bolts			JABIRU AIRCRAFT PTY LTD		
			P.O. Box 5792 Bundaberg West Queensland, Australia.	Phone: +61 7 4155 1778 Fax: +61 7 4155 2669 Web: www.jabiru.net.au Email: info@jabiru.net.au	
JSB 037-1	Release Date: 20th March 2015	Effective Date: 25 th March 2015	Affected Models: See Applicability	S/No. Range: See Applicability	Page 1 of 3

SERVICE BULLETIN: JSB 037-1

Issue: 1

Release Date: 20th March 2015

Effective Date: 25th March 2015

Subject: Wing attachment bolts

Affected Models: Jabiru Aircraft with over 2000 airframe hours

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1 Applicability

All models of Jabiru Aircraft. This includes both kit and factory-built models.

Note: For aircraft in Light Sport Aircraft categories this Bulletin is equivalent to a Manufacturer's Safety Direction.

2 Background:

- All Jabiru Aircraft feature strut braced wings with the root of each wing attached to the fuselage through two bolted joints loaded in shear.
- At manufacture these joints are secured using AN4 bolts (i.e. 1/4 inch diameter)
- Examination of several airframes which have reached 5000 hours' time in service revealed one only original AN4 bolt that was not in acceptable condition. The bolt was never replaced during the 5000 hour period.
- As a precautionary measure a **2000 hour life** is now imposed on all AN4 wing attachment bolts, both the front and back. Figure 1 identifies this bolt.

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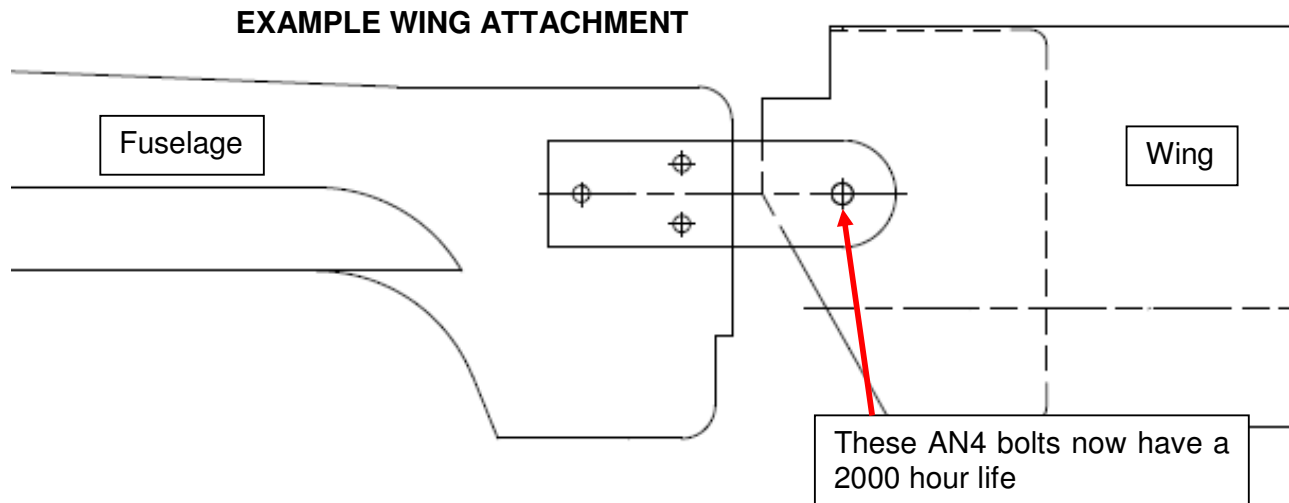


Figure 1 - AN4 wing attachment bolts - 2000 hour life

3 Compliance – Implementation Schedule

- AN4 Bolts and nuts used in the position shown (both front and back attachments) in **Figure 1** must be replaced after 2000 hours' Time-in-Service (TIS).
- AN4 Bolts which have already surpassed 2000 hours TIS are to be replaced at the next 100-hourly or annual inspection conducted for the aircraft whichever occurs first.
- The Time-In-Service is measured using Hobbs time (not Tacho or Airswitch). Jabiru Service letter JSL010 provides details on service time interval requirements

4 Procedure:

- Prior to removing and replacing AN4 bolts, check if there is any free play in the connection by holding the end of the wing firmly with both hands and attempting to move it forward and aft. If free play is detected there are several procedures to correct this condition, however simply replacing the AN4 bolts with new ones will not always stop the free play movement. Contact Jabiru Aircraft for details.
- If free play is not detected the procedure for the removal and replacement of the wing may be used. This is provided in the Jabiru Airframe Technical Manual (JTM001-5 or later version). The old AN4 bolts, nuts and washers are replaced with new ones.

WARNING: Ensure new bolts are not overtightened. The washer must be free to rotate

- Some aircraft may have been fitted with AN5 wing attachment bolts at some point after manufacture. (i.e. 5/16 inch diameter). This is usually done during maintenance if wear is detected in the aluminum lugs, in which case the 1/4" holes are drilled and reamed for an interference fit with an AN5 bolt.
- AN5 bolts **do not** require a 2000 hour replacement life.
- Optionally if AN4 bolts have reached 2000 hours they can be replaced with AN5 bolts so the 2000 hour replacement life is no longer applicable.

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NOTE: Upgrading from AN4 to AN5 wing attachment bolts requires extensive skill and experience; the holes CANNOT simply be drilled out to 5/16"! Consultation with Jabiru Aircraft must be made.

5 Airworthiness Note:

- All work called for by this Bulletin must be carried out by authorised personnel. For the aircraft detailed herein this may mean the owner, an RA-Aus Level 2 holder, a Licensed Aircraft Maintenance Engineer (LAME) or equivalent – as appropriate to the aircraft's registration and use (Private or Air Work operations).
- On completion of the work, the authorised person must note the completion of the actions required by this bulletin in the aircraft's maintenance logbook. This note should include the date of the work and the identity (including licence number where appropriate) of the person carrying out the work.

