



AIRWORTHINESS ADVICE NOTICE

TYPE AFFECTED: Whisper Motorglider

SUBJECT: Miscellaneous airworthiness information.

BACKGROUND: Whisper Motorglider MANDATORY Service Bulletin.

DEFECTS: Whisper Service Bulletin WA SB 0006 titled CANOPY LATCH LEVER LOCK (WA SB 0006 transcribed below).

1.1 NUMBER: WA SB 0006

TITLE: CANOPY LATCH LEVER LOCK

Date: 10 May 2018

1.2 EFFECTIVITY

Aircraft type: Whisper Motorgliders and X350

Serial Nr. All

1.3 IMPLEMENTATION

MANDATORY

Time Limit for implementation

At next annual inspection

1.4 REASON

1) It has been noted that in a few isolated cases the canopy latch levers can move from the fully engaged position to a disengaged position in flight due to vibration.

2) It has also been noted that some latch levers have been installed incorrectly (left and right levers reversed). The correct installation is on the image below.

1.5 REPAIR

Check correct installation of left and right levers. Reverse if necessary. Drill a 6mm hole through the latch lever and install an M6 capscrew such that the capscrew head strikes the canopy latch rods and prevents accidental opening. Add washers as required to ensure adequate contact for positive locking. Installation should be such that canopy opening is still possible by the pilot by flexing the

SIGNED:		For and on behalf of:
	CHIEF TECHNICAL OFFICER	THE GLIDING FEDERATION OF AUSTRALIA

lever to permit the head of the capscrew to just pass the latch rod. A further stop should be installed to prevent the lever rotating downwards to an over centre position where the latch pins start to retract. See picture below for further explanation. Between the two limiting positions the latch pins should remain extended such that they engage at least 32mm into the bushes in the fuselage.

The person signing off this SB should endorse in the airframe logbook that the canopy lever locks have been checked and are satisfactorily preventing accidental opening and that the levers are installed in the correct orientation as per the image below.

1.6 NEW PARTS

2 off M6 by 20mm capscrews with washers and nyloc nuts.

Material as required to manufacture lower over centre stop (if required). In most cases the lifting knob suffices as this stop.

1.7 MANPOWER

3 hours.

1.8 TOOLING REQUIRED

6mm drill bit, drilling machine, 5mm Allen key, 10mm spanner.

1.9 WEIGHT AND BALANCE

Provided that the mass of the capscrew, nut, washers, and other additional stop (if required) is less than 50g re-weighing is not considered necessary due to proximity to C of G point. Local regulations should however be complied with as required in this regard.

2.0 AFFECTED PUBLICATIONS

WA 000-DOC

