Van's Aircraft
N407TB
RV-12iS
S/N 120326

RV-12 Weight and Balance Calculation

Aircraft				Criteria	
Date	6/8/24			**Datum Used**	70 inches ahead of Leading Edge
Registration	N407TB	**Serial No:**	120326	**Level Point**	Airframe at canopy rest
Make	Vans	**Model:**	RV12iS	**Max Gross Weight**	1,320

Weighing Point	Scale Reading (Pounds)	Tare (Pounds)	Weight (Pounds)	Arm Inches from Datum	Moment (inch/pounds)
Left Wheel	320	0	320	93.25	29,840.00
Nose Wheel	130	0	130	29.25	3,802.50
Right Wheel	325	0	325	93.375	30,346.88
			Total Empty Wt 775	**Total Arm 215.875**	**Total Moment 63,989.38**

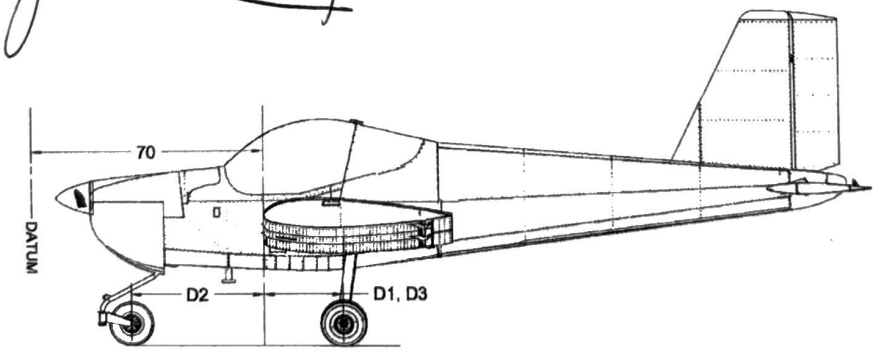
CG RANGE: 80.49—85.39

Empty Moment	**Moment**	**63,989.38**
Empty Weight	**Pounds**	**775**
Empty CG	**Inches Aft of Datum**	**82.57**

Gross Weight	**1,320**
Empty Weight	**-775**
Useful Load	**545**

Aircraft measured, weighed, and worksheet completed by: JAMES M. FAIX

Signature: James M Faix



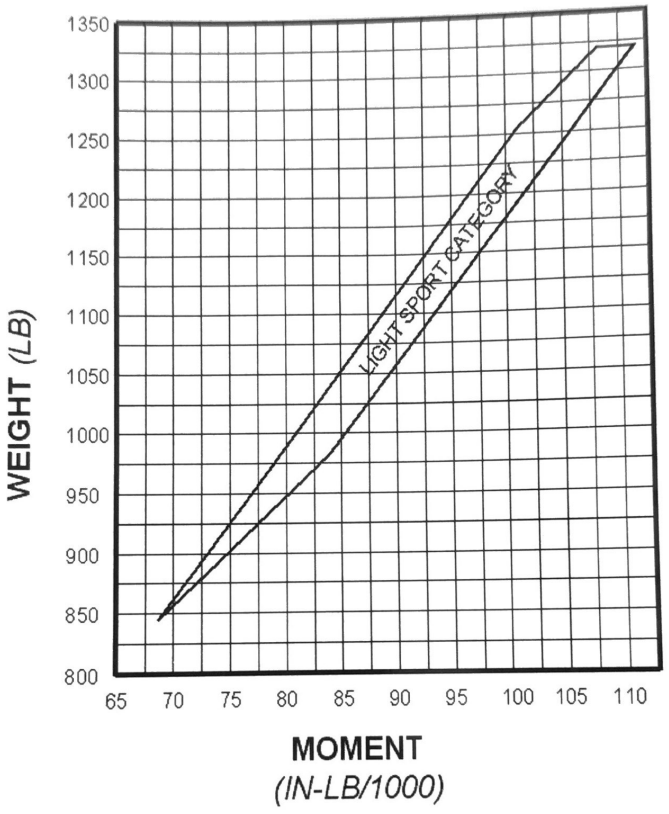


FIGURE 4-2 FLGHT ENVELOPE

Airframe Maintenance Records

Aircraft Registration Number N407TB

Make	Van's	**Model**	RV12iS	**Serial Number**	120326
Engine Manufacturer	ROTAX	**Model**	912iS Sport	**Serial Number**	7706596

Propeller Maintenance Records

Aircraft Registration Number N407TB

Propeller Manufacturer	Sensenich		

	Model		**S/N**
Blade 1	C70MYF		84608
Blade 2	C70MYF		84075
Blade 3	C70MYF		85763

HUB	3Y0R5-D		C329074D

Avionics Maintenance Records

Aircraft Registration Number N407TB

Make	Vans	**Model**	RV-12iS	**Serial Number**	120326

Equipment Listing

List all installed avionics, auto pilot, and flight director equipment

	Mfg	Model	Serial No.
1	ACK Technologies (Note 1)	E-04 ELT	41399
2	Dynon	Skyview Knob Cntl Pnl	27817
3	Dynon	ADHARS-200	12880
4	Dynon	SV32 Servo	13808
5	Dynon	SV32 Servo	13809
6	Dynon (Note 2)	SV-HDX 1100 Display	35580
7	Dynon	SV-BAT-320 Backup Battery	54636
8	Dynon	SV-ADSB-472 ADSB Receiver	15359
9	Dynon	SV-EMS-221 for Rotax 912iS	3491
10	Dynon	SV-AP Panel Auto Pilot	13394
11	Dynon	SV=XPNDR-261 Mode S	13924
12	Dynon	SV GPS 2020 Antenna	NA
13	Garmin	GTR 200B Radio	5JD000446
14	Ray Allen	Grip CS-G405	NA
15	Ray Allen	Grip CS-G405	NA
16			
17			
18			
19			
20			

Notes:

1 **ELT HEX ID: 2DC8A 4436C FFBFF**

2 **Software Version 16.4.0**

4/9/24

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SERVICE BULLETIN 00102

6/25/24
INSPECTED - JAM NUTS
- PROPERLY TORQUED
- TORQUE SEAL APPLIED
ALREADY

Date Released:	June 24th, 2024
Date Effective:	June 24th, 2024
Subject:	Control Stick Pushrod Inspection
Affected Models:	RV-12, RV-12iS
Required Action:	Inspect pushrod assembly and connections
Time of Compliance:	Before further flight
Supersedes Notice:	None

Labor Required / SLSA Warranty Allowance: 0.25 Hours (if applicable)

Level of Certification: SLSA: LSA Repairman Maintenance or A&P
ELSA: Owner (certification not required)
Check the rules of the local controlling authority/agency and the operating limitations for your aircraft.

Synopsis:

KAI 32 (RV-12) and KAI 32iS/U (RV-12iS) show instructions for fabricating the F-1264 Control Stick Pushrod Assembly, which requires the installation of rod-end assemblies on either end, both of which require jam nuts to secure the rod-ends in place. Van's Aircraft has recently become aware of an EAB RV-12 where it appears that the pilot's side control stick became disconnected in flight due to improper assembly of the F-1264 Control Stick Pushrod Assembly. Out of an abundance of caution this service bulletin requires an inspection of the F-1264 Control Stick Pushrod Assembly, the correct installation of jam nuts, and proper orientation of rod end fittings.

Materials Required:

None

Method of Compliance:

Step 1: Remove the F-01227-L/R-1 Covers (seat pans). See KAI 33 (RV-12) and KAI 38iS/U (RV-12iS).

As an alternate method remove the stick boot and inspect the pushrod using a camera.

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SERVICE LETTER 00078 REV 1

Date Released: May 10, 2023 – Rev 1 (Expanded affected models)
April 25, 2023 (Initial Release)

Date Effective: April 25, 2023

Subject: Vapor Lock

Affected Models: All RV Aircraft using MOGAS

Required Action: Information Only

Time of Compliance: Not Applicable

Supersedes Notice: None

Labor Required / SLSA Warranty Allowance: Not Applicable

Level of Certification: Not Applicable

Synopsis:

Although this document is mainly focused on the Rotax powered RV-12 and RV-12iS, the concepts presented here are applicable to other RV aircraft using any powerplant capable of running MOGAS.

Recent changes to ASTM F2245 requirements, which govern the design and performance of Light Sport Aircraft (LSA), require that additional fuel system vapor lock testing be performed, and that related information be added to LSA Pilot Operator Handbook (POH) and Flight Training Supplement (FTS) documents. This vapor-lock related information has been included in numerous areas throughout those aircraft documents. This service letter summarizes that information in one location and is intended to help inform the reader about the causes of vapor lock, and how to detect and avoid vapor lock. This service letter is provided in addition to, and does not replace, the POH and FTS documents.

What is vapor lock? ASTM standards define the term "vapor lock," when used in reference to liquid fuel systems, as when the liquid fuel, while still in the fuel delivery system, changes state from liquid to gas (i.e., vaporizes), that causes either: a) fuel feed pressure to the propulsion unit to decrease below manufacturers specifications, b) transient loss of power, or c) complete stalling of the propulsion unit. That is a straightforward definition, but let's unpack that a little further.

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SERVICE BULLETIN SB-00088 REV 2

Date Released: April 4, 2024 - Rev 2 (figures and steps revised for clarity)

March 12, 2024 - Rev 1 (initial public release)

December 21, 2023 (initial release to beta testers)

Date Effective: March 12, 2024

Subject: Radiator Attachment Modification

Affected Models: RV-12iS

ELSA – All RV-12iS Firewall Forward kits shipped before December 20, 2023
SLSA – RV-12iS aircraft with serial numbers 12158 and earlier

Required Action: Optionally upgrade radiator attachment to oil cooler

Time of Compliance: Complete inspection in Step 1 before further flight

Supersedes Notice: N/A

Labor Required / SLSA Warranty Allowance: None

Level of Certification: SLSA: LSA Repairman Maintenance or A&P
ELSA: Owner (certification not required)
Check the rules of the local controlling authority/agency and the operating limitations for your aircraft.

Synopsis:
Data from the field indicates that the RV-12iS radiator (EA RV-12iS RADIATOR) is susceptible to fatigue cracks in the lower coolant passage, which leads to coolant leaks. The damaged radiators returned to Van's all show evidence that the radiator contacted the cowling during operation (shown by wear spots through the black finish.) Insufficient dynamic balancing of the propeller (i.e. balance has never been checked or the propeller was removed and reinstalled without being rebalanced) is also likely a contributing factor, reducing service life. In several cases a contributing cause was missing or loose fasteners. Complying with this service bulletin will increase the fatigue life of radiators in typical service, but does not negate the need to dynamically balance the propeller.

ENGINE

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SERVICE BULLETIN SB-00088 REV 1

Date Released:	March 12, 2024 - Rev 1 (published, clarified instructions) December 21, 2023 (initial release to beta testers)
Date Effective:	March 12, 2024
Subject:	Radiator Attachment Modification
Affected Models:	RV-12iS
Required Action:	Optionally upgrade radiator attachment to oil cooler
Time of Compliance:	Complete inspection in Step 1 before further flight
Supersedes Notice:	N/A

Labor Required / SLSA Warranty Allowance: None

Level of Certification: SLSA: LSA Repairman Maintenance or A&P
ELSA: Owner (certification not required)
Check the rules of the local controlling authority/agency and the operating limitations for your aircraft.

Synopsis:
Data from the field indicates that the RV-12iS radiator (EA RV-12iS RADIATOR) is susceptible to fatigue cracks in the lower coolant passage, which leads to coolant leaks. The damaged radiators returned to Van's all show evidence that the radiator contacted the cowling during operation (shown by wear spots through the black finish.) Insufficient dynamic balancing of the propeller (i.e. balance has never been checked or the propeller was removed and reinstalled without being rebalanced) is also a likely contributing factor, reducing service life. In several cases a contributing cause was missing or loose fasteners. Complying with this service bulletin will increase the fatigue life of radiators in typical service, but does not negate the need to dynamically balance the propeller.

Materials Required:
The following materials are required to complete the steps necessary to achieve compliance with this Service Bulletin.

Purchase SB-00088 KIT

ORDERED KIT 3/22/24

AIRFRAME

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SERVICE LETTER 00070 REV 1.1

Date Released: November 7th, 2023 - R1 (Added RV-12iS)

January 20th, 2023 - (Initial Release)

Date Effective: January 20th, 2023

Subject: Optional Fitting for RV-12 Fuel Tank Inspection Hole

Affected Models: All RV-12 or RV-12iS

Required Action: None (Optional)

Time of Compliance: None

Supersedes Notice: None

Labor Required / SLSA Warranty Allowance: 7.0 Hours

Level of Certification: SLSA: LSA Repairman Maintenance or A&P
ELSA: Owner (certification not required)
Check the rules of the local controlling authority/agency and the operating limitations for your aircraft.

Synopsis:

The RV-12 Maintenance Manual requires inspection and cleaning of the Fuel Strainer at Annual Condition Inspection or 100-hr Inspection intervals. The process (described in Chapter 13) requires the Fuel Strainer to be removed from the aircraft. For a flight school operation where 100-hour inspections are frequent, this service letter describes the addition of a fitting to the top of the tank to allow for easier inspection of the Fuel Strainer. Removal of the plug will allow a borescope camera to be inserted into the tank to inspect the fuel tank interior and Fuel Strainer.

Materials Required:

The following materials are required to complete the steps necessary to achieve compliance with this Service Letter.

Qty	Part	Nomenclature
1	SL-00070-KIT	
1	MC-236-B1/2	Fuel Tank Sealant

AVIONICS

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SERVICE BULLETIN 00090

Date Released:	November 6th, 2023
Date Effective:	November 6th, 2023
Subject:	Dynon SV-AP-PANEL Runaway Trim
Affected Models:	All
Required Action:	See Dynon Service Bulletin 104808-000
Time of Compliance:	See Dynon Service Bulletin 104808-000
Supersedes Notice:	None

N/A DUE TO AUTO PILOT S/N
3/22/24

Labor Required / SLSA Warranty Allowance: Not Applicable

Level of Certification: SLSA: LSA Repairman Maintenance or A&P
ELSA: Owner (certification not required)
Check the rules of the local controlling authority/agency and the operating limitations for your aircraft.

Synopsis:
Failures of the SV-AP-PANEL has resulted in non-functional trim or movements of the trim system that are not commanded.

Materials Required:
See Dynon Service Bulletin 104808-000

Method of Compliance:
Step 1: See Dynon Service Bulletin 104808-000

Step 2: Make a logbook entry indicating compliance with service document per the requirements of the controlling authority/agency.

Place a copy of this notification in the back of the maintenance manual for your aircraft. Add the name and date of the service information to the Addendum Documents List at the front of the Maintenance Manual.

If you are no longer in possession of this aircraft, please forward this information to the present owner/operator and immediately notify Van's Aircraft, Inc. via email at registrations@vansaircraft.com.

Information regarding establishing/transferring aircraft ownership, registration and licensing is available at: https://www.vansaircraft.com/qr/transfer-of-ownership/

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SERVICE LETTER 00078

Date Released: April 25, 2023

Date Effective: April 25, 2023

Subject: Vapor Lock

Affected Models: All RV-12 and RV-12iS

Required Action: Information Only

Time of Compliance: Not Applicable

Supersedes Notice: None

Labor Required / SLSA Warranty Allowance: Not Applicable

Level of Certification: Not Applicable

Synopsis:

Recent changes to ASTM F2245 requirements, which govern the design and performance of Light Sport Aircraft (LSA), require that additional fuel system vapor lock testing be performed, and that related information be added to LSA Pilot Operator Handbook (POH) and Flight Training Supplement (FTS) documents. This vapor-lock related information has been included in numerous areas throughout those aircraft documents. This service letter summarizes that information in one location and is intended to help inform the reader about the causes of vapor lock, and how to detect and avoid vapor lock. This service letter is provided in addition to, and does not replace, the POH and FTS documents.

What is vapor lock? ASTM standards define the term "vapor lock," when used in reference to liquid fuel systems, as when the liquid fuel, while still in the fuel delivery system, changes state from liquid to gas (i.e., vaporizes), that causes either: a) fuel feed pressure to the propulsion unit to decrease below manufacturers specifications, b) transient loss of power, or c) complete stalling of the propulsion unit. That is a straightforward definition, but let's unpack that a little further.

Vapor lock is most commonly associated with:

1. High Operating Temperature. The ASTM standard associates vapor lock with temperatures at or above 80 deg F (26 deg C). High outside air temperature

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SERVICE BULLETIN 00064

INSTALLED 10/28/23

Date Released:	January 23, 2023
Date Effective:	January 23, 2023
Subject:	Cylinder #1 Exhaust Tube Flat Spring Installation
Affected Models:	RV-12 aircraft with EX-00044 exhaust systems, or which have complied with SB-00005 RV-12iS aircraft with EX-00021 or EX-00026 exhaust systems, or which have complied with SB-00013 SLSA RV-12 and RV-12iS Aircraft Serial Numbers 12001-12126
Required Action:	Install EX-00045 Exhaust Flat Springs on the Cylinder #1 exhaust tube
Time of Compliance:	Within 10 hours or at the next annual inspection, whichever occurs first
Supersedes Notice:	N/A

Labor Required / SLSA Warranty Allowance: 0.5 Hours

Level of Certification: SLSA: LSA Repairman Maintenance or A&P
ELSA: Owner (certification not required)
Check the rules of the local controlling authority/agency and the operating limitations for your aircraft.

Synopsis:
Van's Aircraft has found that the slip joints on exhaust tubes EX-00015-1 (RV-12 with SB-00005), EX-00021-1 (RV-12iS with 912iS), EX-00026-1 (RV-12iS with 912ULS) and EX-00044A (RV-12 with 912ULS) may shift during engine start, potentially resulting in interference with the cowling or exhaust tube disengagement at the slip joint. Installation of EX-00045 Exhaust Flat Springs limits the slippage of the Cylinder #1 exhaust pipes while absorbing forces generated during engine start.

Materials Required:
The following materials are required to complete the steps necessary to achieve compliance with this Service Bulletin.

- SB-00064 KIT

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SERVICE LETTER 00068

Date Released: January 23, 2023

Date Effective: January 23, 2023

Subject: Optional Stabilator Hinge Spacer Installation

Affected Models: ELSA RV-12/12iS Empennage Kits shipped before December 2022

SLSA RV-12/12iS aircraft:
Serial Numbers 12001 to 12107

Required Action: None

Time of Compliance: Optional

Supersedes Notice: N/A

Labor Required / SLSA Warranty Allowance: N/A

Level of Certification: SLSA: LSA Repairman Maintenance or A&P
ELSA: Owner (certification not required)
Check the rules of the local controlling authority/agency and the operating limitations for your aircraft.

Synopsis:

Attaching the stabilator to the tail of the RV-12 and RV-12iS can be challenging due to the washers used between the hinge brackets and tailcone flange bearings. Permanent shims have been designed to reduce the difficulty of the operation.

RV-12 and RV-12iS aircraft with empennage kits shipped before 09/18/18 must complete SB 18-02-02 prior to or in conjunction with this SL.

Materials Required:

The following materials are required to complete the steps necessary to achieve compliance with this Service Letter.

SL-00068-KIT
Download from the Van's website: the latest revisions of RV-12iS KAI sections 09iS/U, 11iS/U, 12iS/U, 38 iS/U. RV-12 owners should also download RV-12 KAI sections 09, 11, 12, 32, and SB 18-02-02.

Completed
Clay 5/27/23

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SERVICE BULLETIN 00058

Date Released: October 19, 2022 (Rev 1 – Removed erroneous references to POH procedure)
October 3, 2022 (Initial Release)

Date Effective: October 19, 2022

Subject: HIC Module Replacement

Affected Models: RV-12iS with Avionics Kits shipped before August 2022

SLSA RV-12iS aircraft: Serial Numbers 12075-12122

Required Action: Replace AV-60009 or AV-60009-1 with AV-60009-2

Time of Compliance: At or before the next annual condition inspection

Supersedes Notice: SB-00041

Labor Required / SLSA Warranty Allowance: 2.5

Level of Certification: SLSA: LSA Repairman Maintenance or A&P
ELSA: Owner (certification not required)
Check the rules of the local controlling authority/agency and the operating limitations for your aircraft.

Synopsis:

Intermittent and low fuel pressure readings have been reported in a number of RV-12iS aircraft due to potentially loose contacts in the 8-pin Molex connector that attaches to the AV-60009(-1) HIC Module. Complying with this service bulletin equips aircraft with a new AV-60009-2 HIC Module, which eliminates this 8-pin Molex connector.

NOTE: The term "Start Power" refers to the power provided to the fuse box (which in turn powers the fuel pumps) directly from the battery before starting the engine. The AV-60009 uses MOSFETs to switch Start Power on/off. After engine start, the fuse box is powered by Generator A, and start power is automatically disengaged. The circuitry included in previous versions of the AV-60009 (prior to AV-60009-2) did not automatically shut off start power after engine start, and therefore the fuel pumps would continue to run after engine shutdown.

NOTE: After installing the AV-60009-2, the fuel pumps WILL SHUT OFF after engine shut down. Start Power can be reengaged by cycling the master switch. In an emergency, the EMS Backup Power Switch must be turned on, which will ensure power is provided from the battery to the fuse box and fuel pumps. Please

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SERVICE BULLETIN 00067

INSTALLED 5/6/23

Date Released: January 23, 2023

Date Effective: January 23, 2023

Subject: Stabilator Mass Balance Reinforcement

Affected Models: RV-12, RV-12iS

ELSA – All RV-12/12iS Empennage Kits shipped prior to December 28, 2022

SLSA - RV-12/12iS aircraft with serial numbers 12127 and earlier

Required Action: Install HS-01234-L & -R, rebalance stabilator

Time of Compliance: Within 10 hours or at the next 12-month inspection, whichever occurs first

Labor Required / SLSA Warranty Allowance: 1.5 Hours

Level of Certification: SLSA: LSA Repairman Maintenance or A&P
ELSA: Owner (certification not required)
Check the rules of the local controlling authority/agency and the operating limitations for your aircraft.

Synopsis:

Data from the field suggests that the WD-1223 Counterbalance arm is subject to fatigue failure, which could result in the mass balance weights separating from the stabilator. Complying with this service bulletin will prevent the fatigue failures.

Materials Required:

The following materials are required to complete the steps necessary to achieve compliance with this Service Bulletin

- Purchase SB-00067
- Download KAI Section 11iS/U from the Van's website

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S/N 120326

SAFETY DIRECTIVE 00017

Date Released: March 2nd, 2021 (Rev 1 – Corrected level of certification for ELSA for Steps 3-7)
June 5th, 2020 (Initial Release)

Date Effective: June 5th, 2020

9/1/22 N/A BY S/N

Subject: Fuel return line test

Affected Models: RV-12

SLSA Serial Numbers 12002 – 12074
ELSA All RV-12 aircraft

9/1/22 THIS AIRCRAFT BUILT AS RV12iS. THIS SAFETY DIRECTIVE DOES NOT APPLY.

Required Action: Verify that fuel return line is not blocked

Time of Compliance: Before further flight

Labor Required / SLSA Warranty Allowance: 5 minutes if fuel return line is not blocked.
2.5 hours, followed by a 2-day cure, if AN832-4D bulkhead fitting requires replacement.

Level of Certification: Steps 1, 2, and 8:
SLSA: Owner (certification not required)
ELSA: Owner (certification not required)
Check the rules of the local controlling authority/agency and the operating limitations for your aircraft.

Level of Certification: Steps 3 through 7:
SLSA: LSA Repairman Maintenance or A&P
ELSA: Owner (certification not required)
Check the rules of the local controlling authority/agency and the operating limitations for your aircraft.

Synopsis:
An RV-12 aircraft was recently found to have a blocked fuel return line, due to a manufacturing problem with the AN832-4D bulkhead fitting. This could cause interruptions of the fuel flow into the engine. A test should be run to verify that the return fuel line is not blocked.

Method of Compliance:
Step 1: Turn on the Master Switch. Ensure that the EFIS and the electric fuel pump are on.

Step 2: Verify that there is fuel flow through the system:

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SERVICE BULLETIN 00053

S/N 120326
NO CRACKS FOUND
CLIPS INSTALLED 4/23/2022

Date Released:	February 16, 2022
Date Effective:	February 16, 2022
Subject:	Tailcone Skin Stiffening Clips
Affected Models:	RV-12, RV-12iS
Required Action:	Inspect lower tailcone skin for cracks and install new tailcone stiffener clips
Time of Compliance:	Within 100 hours or at the next 12-month inspection, whichever occurs first
Supersedes Notice:	N/A

Labor Required / SLSA Warranty Allowance: 2.4 hours

Level of Certification: SLSA: LSA Repairman Maintenance or A&P
ELSA: Owner (certification not required)
Check the rules of the local controlling authority/agency and the operating limitations for your aircraft.

Synopsis:

Van's Aircraft has received reports of cracks forming in the lower tailcone skins of RV-12/12iS aircraft near the tailcone bulkheads. These cracks were observed along the centerline of the aircraft and forward of a bulkhead. Clips have been designed to stiffen these locations, thereby preventing the formation of these cracks.

The clips must be installed whether cracks are present, or not. If cracks are found, an additional patch plate needs to be fabricated and installed along with the clips.

Materials Required:

The following materials are required to complete the steps necessary to achieve compliance with this Service Bulletin:

Purchase SB-00053
Tail Stand
3/8" Plywood
.032 Aluminum Sheet (required only if cracks are found)

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SERVICE BULLETIN 18-02-02

COMPLETED 12/17/21 TAFM.

Date Released: February 2, 2018 (Initial Release)
March 26, 2018 (Revised hours required, added "(note spacing...installed)" to Step 4)
April 25, 2018 (Added a reference photo for Step 29 text)

Date Effective: February 2nd, 2018

Subject: Potential cracking in the horizontal stabilator front spar

Affected Models: RV-12

Required Action: Inspect stabilator front spar for cracks. If cracks are not present the aircraft may be returned to service until the next 100 hour or annual inspection, when this service bulletin should be performed before further flight. If cracks are found, complete this SB immediately. Kits under construction should perform this SB prior to stabilator attachment or first flight.

Time of Compliance: Before further flight

Supercedes Notice: None

Labor Required / SLSA Warranty Allowance: 9.0 Hours (professional installation)

Level of Certification: (Owner, LSA Repairman Inspection - *not applicable to SLSA*), LSA Repairman Maintenance, A&P

Synopsis:
Some aircraft may develop fatigue cracks in the front spar of the horizontal stabilator.

Method of Compliance:

Step 1: Remove the F-1294A and F-1294B Upper and Lower Tailcone Fairings. See KAI Section 12.

Step 2: Disconnect the F-1287E Pushrod from the Anti Servo Tab Assembly as shown in KAI Page 11-08.

Step 3: Mark the upper F-1247B Aft Stabilator Cable with a segment of tape. Disconnect both cables from the WD-1207 and WD-1208 Stabilator Horns as shown on KAI Page 32-13. Temporarily connect both cables together with a piece of wire to prevent them from falling back into the tailcone.

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SAFETY DIRECTIVE 00001

Date Released: July 8, 2020 (Revision 1 – Added servo tray identification)
May 14, 2020 (Initial Release)

Date Effective: July 8, 2020

Subject: Pitch trim assembly inspection and modification

Affected Models: RV-12, RV-12iS

SLSA: Serial Numbers 12001 to 12086

ELSA: Any aircraft including an Empennage Kit shipped on or before 05/12/2020

Required Action: Inspect the pitch trim motor shaft for straightness. Determine the model number of the installed trim motor. Determine the part number of the installed servo tray. Examine and ensure the F-1294B-1 lower tailcone fairing does not contact the trim servo linkage.

REPLACE AT 1000 HRS. TIME IN SERVICE

If an ES MSTS-T3-7A-2 trim unit is installed, replace with the newer model unit, bushing, and F-1287A-1 Servo Tray once the life limit is reached, per the time of compliance below. Bag 2670 is also required.

If an ES MSTS-B6-7T-165 is installed with F-1287A-1, add part BUSH-BS.188X.313X.222 per the time of compliance below.

If an ES MSTS-B6-7T-165 is installed with F-1287A, replace F-1287A with F-1287A-1, and add part BUSH-BS.188X.313X.222 per the time of compliance below. Bag 2670 is also required.

Time of Compliance: Aircraft with ES MSTS-T3-7A-2:
Inspect the trim motor shaft for straightness before further flight. Replace if bent or if trim unit time in service exceeds 1000 flight hours.

Aircraft with ES MSTS-B6-7T-165 and F-1287A-1:
Inspect the trim motor shaft for straightness before