



Aircraft Design Certification GmbH Reichensteinstr.48 69151 Neckargemünd		Update tow winch system installation	Doc-Nr: ADxC-73-SB-036 Issue: A Date: 27.06.2023 ChangeNr.: ADxC-DC-73-100
Service Bulletin			

Update tow winch system installation
SERVICE BULLETIN

Office of Airworthiness release
Date: Name: [Released by] Signature:

Verification Engineer
I hereby declare that the technical content of this document is correct and can be used to fulfil the obligations of the type design holder per 21.A.265(h) Date: Name: [Checked by] Signature:

Author
Date: Name: Andre von Pinkowski Signature:

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Amendments

Issue	Reason	Date
A	Initial issue	27.06.2023

<p>Update tow winch system installation</p> <p>Optional update of the tow winch system</p> <ul style="list-style-type: none"> -Change of guillotine control handle surface to be knurled -Retrofit of a tail skid to the tow winch system at rear fuselage

STANDARD


0 General

0.1 ATA Code

- ATA 53 FUSELAGE – Guillotine control lever handle
- ATA 53 FUSELAGE – Rear fuselage with towing winch installation

0.2 Effectivity

- All BRM Aero B23 models and serial numbers with
- DC-025 (DC-003 with tow winch system),
- Or DC-076 (DC-049/058 with tow winch system)
- TCDS: EASA.A.642

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1 Planning information

1.1 Reason

Addition of tail skid is to provide protection against damage of the rear fuselage/tow winch system. Guillotine control lever handle is replaced by knurled one for better tactile perception by the pilot.

1.2 Safety Intent

The safety intent is N/A.

1.3 Configuration Description

Incorporation of this SB results in addition of tail skid and change of Guillotine control lever handle.

1.4 Compliance

If criteria in Section 0 is met

- Service bulletin must be accomplished
- This SB could be made mandatory by an EASA AD.
 - This SB is mandatory as per EASA AD no. xyxyx
 - Service bulletin recommended to be accomplished to prevent significant operational disruptions
 - Service bulletin to introduce improvements
 - Service bulletin for convenience or option

Compliance time is N/A.


1.5 Approval statement

The technical content of this document is approved under the authority of the DOA ref. EASA. 21J.411.

1.6 Concurrent publications N/A

1.7 Manpower

Approx. 1.5 hour is required to accomplish this SB.

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- 1.8 Weight and Balance N/A
- 1.9 Electrical load data N/A
- 1.10 Software modification N/A
- 1.11 Referenced documentation N/A
- 1.12 Other publications effected N/A

2 Material information

- 2.1 Material- cost – availability N/A
- 2.2 Company support information

BRM AERO, s.r.o.

Address: Letecká 255 686 04 Kunovice Czech Republic

Phone: + 420 773 984 338

E-mail 1: info@brmaero.com

E-mail 2: aero.brm@gmail.com

Web: <http://www.brmaero.com>

2.3 Material requirements per aircraft

Parts are supplied by BRM Aero:

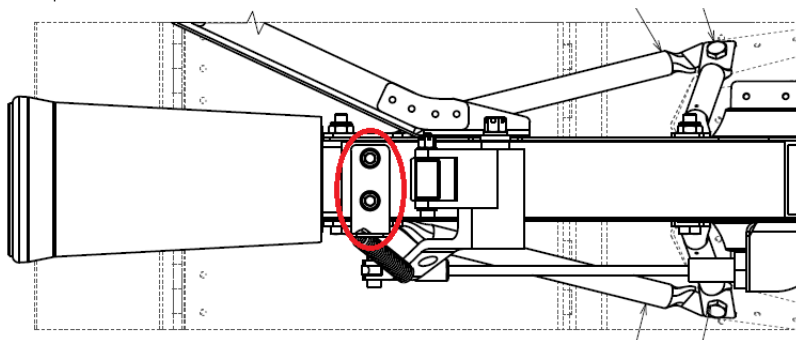
- Tail skid assembly 53B553065N Rev. A
- Guillotine control handle (knurled surface) 53B522901N Rev. A

2.4 Rework parts N/A

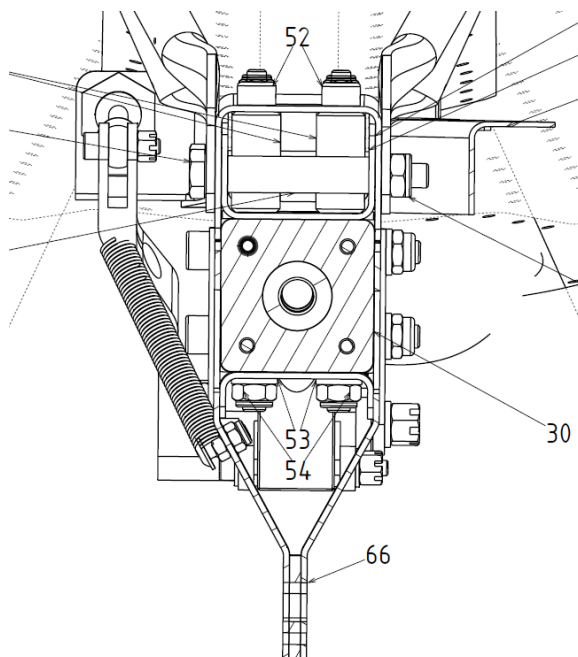
2.5 Special tooling N/A

3 Accomplishment/Instructions


- 1) Tail skid installation
 - a) Dismount old bracket holding the return spring. See figure below, red ellipse: bracket to be replaced, seen from below.

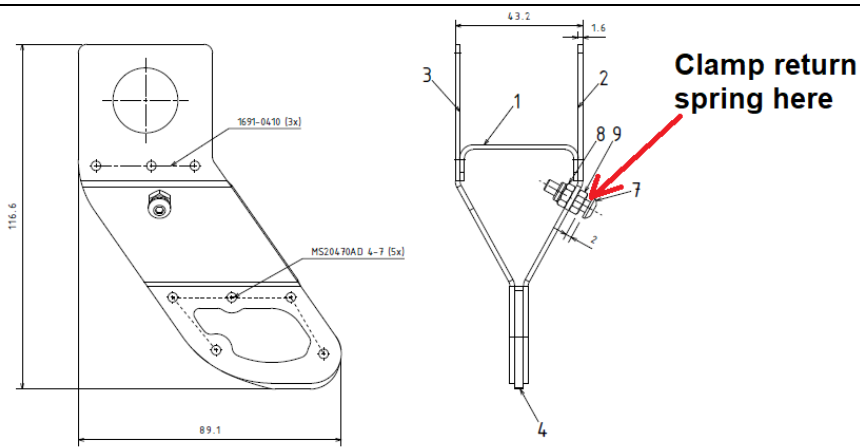


- b) See figure below, the fasteners [2 x bolts (52), 2 x washers (53), 2 x self-locking nuts (54)] can be reused. Now, their installation direction swapped versus the unchanged design.

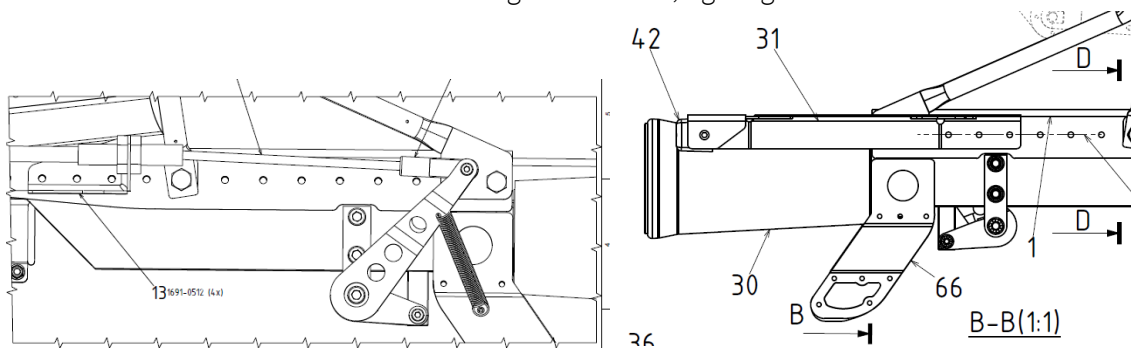


- c) Mount Tail skid.
 - d) Mount return spring. See figure below, it must be clamped between screw (7) and nut (9). Self-locking nut must be then tightened.

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When assembled: left figure – LH side; right figure RH side




e) Keep old bracket as spare.

- 2) Guillotine control handle change
 - a) Dismount mounting screw and change handles.
 - b) Mount new handle. Use thread-locking fluid *Loctite*® 243 (ADxC-73-DDP-9010)

Caution: perform the mechanical work on the handle without moving the lever. If movement occurs the tow rope might be damaged and subsequently needs replacement!

- 3) Make a log book entry and add note to aircraft CAW documentation that this Service bulletin has been incorporated.

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4 Appendix

NIL