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# SERVICE BULLETIN

**TBM AIRCRAFT**

**SB 70-191**

**27**

ATA No.

**MANDATORY**

The technical content of this document is approved  
under the authority of DOA No. EASA.21J.013  
is the subject of an AD

**SUBJECT** : AILERON CONTROL CABLES

**EFFECTIVITY** : TBM 700 and TBM 850 aircraft S/N 1 to 572, 574, 576

**REASON** :

**A. PROBLEM**

Risk of aileron travel limitation resulting in lower controllability, particularly if combined with adverse flight conditions on landing and during avoidance maneuvers.

**B. REASON**

Mistake in documentation.

**C. SOLUTION**

Check position of L.H. and R.H. aileron control cables and reverse them if necessary.

**DESCRIPTION** : Check and, if necessary, return to conformity in compliance with the procedures described in the Maintenance Manual.

**COMPLIANCE** : During next scheduled inspection (Annual or 100-hour) and at the latest on April 30, 2012.

**WARRANTY** : Labor is taken into account within granted time limit until April 30, 2012 and only if cables have been reversed.

**PROCURABLE MATERIAL** :

- None

**CONSUMABLE MATERIAL** (Local purchase) :

- None

**TOOLING** :

- Standard aeronautical maintenance station tools

**MANPOWER** :

- 1 aeronautical mechanic :
  - . Inspection : none, inspection performed during scheduled inspection
  - . Return to conformity : 8 hours per wing

**TECHNICAL INCIDENCES** :

- None

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**ACCOMPLISHMENT INSTRUCTIONS :****NOTE :**

*Operations required in this Service Bulletin must be accomplished by persons authorized by their Airworthiness Authorities and according to the procedure described hereafter.*

**A. INSPECTION – see Figure 1**

- 1) Make sure the "SOURCE" selector is set to "OFF".
- 2) Install the warning sign prohibiting "SOURCE" selector operation

**WARNING**

**DO NOT OPERATE  
MAINTENANCE WORK IN PROGRESS**

- 3) Lift L.H. aileron and visually check, through spoiler aperture, that cable tighteners are visible – see Figure 1.
- 4) Repeat the operation for R.H. aileron.
- 5) If cable tighteners are present at the level of spoilers, the installation is correct (1) : refer to Paragraph C.
- 6) If cable tighteners are not visible, the installation is incorrect (2) : refer to Paragraph B.

**B. AILERON CONTROL LINKAGE RETURN TO CONFORMITY**

- 1) Remove R.H. and/or L.H. aileron control cables – refer to Chapter 27–10–03 of the Maintenance Manual.
- 2) Reverse the direction of cables as per the described procedure – refer to Chapter 27–10–03 of the Maintenance Manual.

**C. RECONDITIONING**

- 1) Make sure all the tools and materials are removed and the work area is clean and free from debris.
- 2) Remove the warning sign prohibiting "SOURCE" selector operation.

**UPDATING OF THE AIRCRAFT DOCUMENTATION :**

Upon completion of Service Bulletin No. SB 70–191–27 "AILERON CONTROL CABLES", make an appropriate maintenance record entry.

**WARNING :** SOCATA considers that it is MANDATORY for operators to comply with the instructions of this SB.

Operators who arbitrarily ignore the compliance statement indicated in this SB do so at their own risk.

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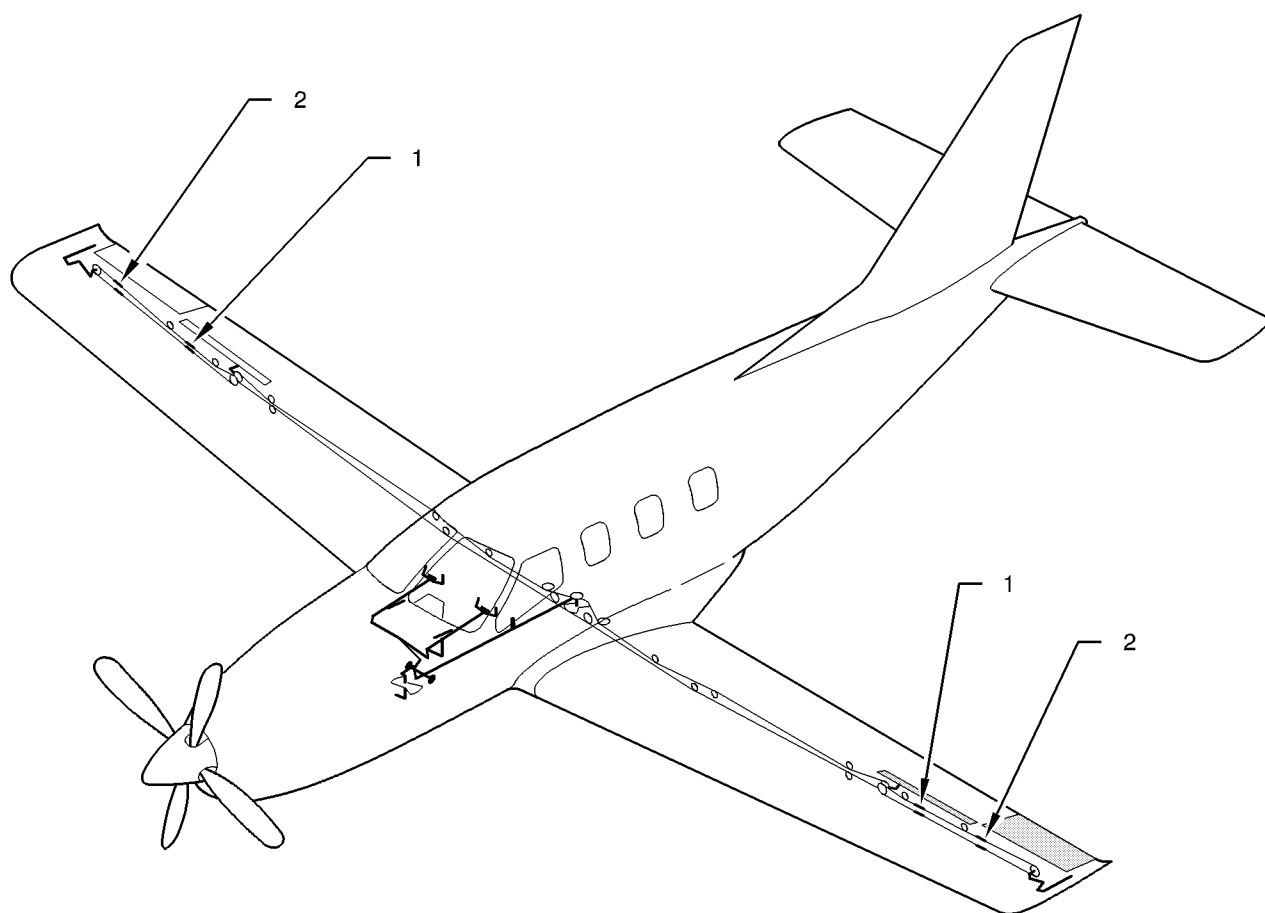
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- 1 – Correct installation
- 2 – Incorrect installation



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Figure 1 – Aileron control cables

