SLINGSBY T67 Model Guide

The SLINGSBY T67 is a single-engine piston aircraft sold in several Firefly variants: T67B, T67C series, T67M, T67M Mkll, T67M200 and T67M260. The inputs hold no performance or weight data. They do hold two service bulletins on the propeller spinner and the brake pedals, which tell you what to check.

KEY TAKEAWAYS

- Service bulletins cover the T67M, T67M-MkII, T67M200 and T67M260 (SB 196) and also the T67B and T67C series (SBM 200).
- SB 196: a loose spinner cone can rub grooves into the propeller blade roots. Check the spinner support disc rubber.
- SBM 200: a brake master cylinder pivot pin failed, possibly from fatigue. It needs a repeat examination at each annual inspection.
- No performance, weight or speed figures are in the inputs, so get them from the Pilot's Operating Handbook.

PROPELLER SPINNER RUBBER (SB 196)

A maintenance company found grooves in the blade roots on a T67M200 at its 150 flying hour check. The spinner cone's support disc rubber had broken free. Check for blade-root rubbing, cracked or brittle rubber, and poor bonding. The spinner clearance to the blades should be 3 mm. Check for spinner movement every 50 flying hours.

BRAKE PIVOT PIN (SBM 200)

Each aircraft has two brake master cylinder pivot pins, part number T67M-45-539, one at the #1 pedal and one at the #4 pedal. One broke between the thread and the central barrel. The bulletin is classed Essential. It calls for inspection, including dye penetrant NDI, at the next 50 hour check or 6 months, whichever comes first. After that, inspect at each annual inspection.

RECORDS TO ASK FOR

Ask for logbook entries showing SB 196 and SBM 200 were carried out. Both bulletins require this entry. Ask for any propeller removal and return to Hoffmann, which SB 196 requires if a blade shows spinner contact. Also ask for the pivot pin replacement or inspection results.

SAFETY NOTES

- SB 196: if paint is removed down to the blade structure, the propeller must come off and go to Hoffmann or an approved agent.
- SBM 200: a pivot pin with damage, cracks, distortion or wrong dimensions is unserviceable and must be replaced.
- Check at pre-flight that the propeller blades show no sign of rubbing, as SB 196 requires.

AI-aggregated guide for the SLINGSBY T67 · sources: SB 196 (#100428) · Service Bulletin SBM 200 (#101103) · generated 2026-10-20 · Reference only, not for flight. Check the original documents before relying on this guide.