canadair 215
canadair 215T

MODEL CL-215-1A10
MODEL CL-215-6B11
ALERT
SERVICE BULLETIN

FUSELAGE

INSPECTION OF THE LOWER FRONT AND REAR LOWER SPAR CAP FROM BL 45.00 TO BL 51.00

1. Planning Information

   A. Compliance

      The inspections as described in this Service Bulletin are Mandatory. The repetitive detailed inspection (PART A) must be completed within 10 flight hours upon receipt of this Service Bulletin. Subsequently, the repetitive detailed inspection must be completed every 25 flight hours there after until either the one−time detailed inspection (PART B) or the eddy current inspection (PARTS C−1 and C−2) have been carried out.

      NOTES: 1. The inspections described in this Service Bulletin is an interim solution and is not meant to replace Service Bulletins 215−A454 and/or 215−A463. The compliance in those two Service Bulletins must still be complied with and those two Service Bulletins will be revised in the near future to introduce new inspection procedures.

      2. This Service Bulletin is only applicable to aircraft in the condition as originally delivered by Canadair and/or Bombardier Aerospace or as subsequently modified by Canadair and/or Bombardier Aerospace Service Bulletin(s). Prior to incorporation of this Service Bulletin, the status of any related systems or structural modification(s) introduced by Supplementary Type Approval (STA) or equivalent action must be examined for compatibility with the modifications and test procedures (if applicable) detailed in this Service Bulletin.

   B. Approval

      The technical content of this Service Bulletin has been approved under the authority of the Design Approval Organization No: DAO #93-Q-02.

C. Effectivity

CL−215−1A10 piston and CL−215−6B11 turboprop aircraft, Serial Nos. 1001 to1125.

D. Reason

An operator reported damage to the rear spar cap, spar web, and lower wing skin of the aircraft. This damage was noticed 95 hours after an ultrasonic inspection carried out by Service Bulletin 215−A454 which is mandated by AD CF−1992−26R2. It is assumed that this inspection may not have been adequate to detect a spar cap crack. As a result, a fleet wide check of the CL−215 and CL−215T aircraft is required. The initial and subsequent inspections will be done via a repetitive detailed inspection of the wing lower skin until either an eddy current or a one−time detailed inspection is performed as described in this Service Bulletin.

E. Description

This Service Bulletin provides instructions to do a repetitive detailed inspection, a one−time detailed inspection and an eddy current inspection of the wing front and rear spar at the attachments to the fuselage.

F. Manpower

We estimate that it will take 1 person approximately 2 hours to do the repetitive detailed inspection (PART A).

We estimate that it will take 2 person approximately 20 hours to do the one−time detailed inspection (PART B).

The estimated time to complete the eddy current inspection is as follows (PART C−1 and C−2):

NOTE: This inspection shall only be performed by personnel trained and certified to the Eddy Current Testing (ET) Level II or Level III certified to NAS 410 (EN4179) or equivalent.

Approximately 3 man−hours are required to perform the eddy current inspection on the front and rear spar frame−angles on the piston aircraft.

Approximately 2.5 man−hours are required to perform the eddy current inspection on the front and rear spar frame−angles on the turboprop aircraft.

G. Material Availability

This Service Bulletin contains no kit.

H. Tool Availability

Bombardier Inc. / Canadair Reference Standard No. AL35−45, aluminum alloy (35−45% IACS) containing a 0.008−inch (0,20−millimetres), a 0.020−inch (0,51−millimeters), and a 0.040−inch (1,02−millimeter) deep electric discharge machining (EDM) notch or equivalent.

Commercially Available − Coaxial Cable, BNC to Microdot

Commercially Available − Explosion proof light source

Commercially Available − Inspection mirror

Olympus NDT NEC−2261 Surface Blade Probe, flexible copper shaft, 50−500kHz frequency, Fe/NFe, absolute, shielded, 0.045 inch (1,14 millimeters) thick, 6.0 inch (152,4 millimeters) blade length

Hocking Phasec 2200 − Eddy Current−Instrument−Impedance−Plane Type

NOTE: Equivalent Eddy Current equipment may be used provided that it satisfies the requirement of this Procedure. The equipment must be capable of resolving the reference notch in the calibration standard at the required level of resolution and sensitivity.

To get access to the inspection area due to accessibility or to user preference, it is permissible to use a probe of different configuration from the one specified. The test frequency used may range from 100 kHz to 2.0 MHz for surface inspection.

I. Weight and Balance

Not affected.

J. Electrical Load Data

Not affected.

K. References

For Bombardier Aerospace Reference only: (Not Supplied with Kit)
Bombardier Aerospace Restriction and/or Special Instruction (RSI) C-3933, Revision NC.

L. Publications Affected

PSP 297, Structural Repair Manual, Chapter 53–10–31

PSP 296, NDTM, Part 1, 51–00–30
Part 1, 51–00–40
Part 1, 51–15–03

M. Related Service Bulletin

215–A454 SPECIAL REWORK AND/OR INSPECTION OF THE REAR SPAR LOWER CAP AND THE WING LOWER SKIN AT WING STATION (WS) 51.00

215–A463 SPECIAL INSPECTION AND REWORK OF THE FRONT SPAR LOWER CAP AT WING STATION 51.00

NOTES: 1. For this modification, it is assumed that standard maintenance and repair practices will be applied in accordance with applicable PSP's.

2. Refer to the various views in this Service Bulletin for the locations to be inspected.

N. Preparation

WARNING: ENSURE PERSONNEL AND EQUIPMENT ARE CLEAR OF ALL HYDRAULICALLY OPERATED SYSTEMS PRIOR TO REMOVING ELECTRICAL POWER. IF YOU DO NOT DO THIS, INJURIES TO PERSONNEL AND DAMAGE TO EQUIPMENT CAN OCCUR.

(1) Isolate electrical power and observe all safety precautions.

(a) For CL-215T aircraft, refer to PSP 392, Aircraft Maintenance Manual, Chapter 24–00–00, ELECTRICAL POWER – MAINTENANCE PRACTICES.

(b) For CL-215 aircraft, set the MASTER switch on the DC POWER control panel to GPU/BATT then unscrew and disconnect the battery connector. Refer to PSP 292, Aircraft Maintenance Manual, Chapter 24–00–00, ELECTRICAL POWER – MAINTENANCE PRACTICES.

2. **PART A – REPETITIVE DETAILED INSPECTION (DI) – WING LOWER SKIN WS 45.00 TO 51.00**

NOTE: This repetitive detailed inspection is mandated to be repeated every 25 flight hours until the one–time detailed inspection described in PART B, or the eddy current inspection described in PARTS C–1 and C–2 of the front and rear spar caps are completed.

Detailed Inspection (DI) Definition

An intensive visual examination of a specific structural area, installation or assembly to detect damage, failure or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate by the inspector. Inspection aids such as mirrors, magnifying lenses, etc. may be used. Surface cleaning and elaborate access procedure may be required.

A. Procedure

Refer to Figure 1

(1) Open the access panel 330-1 (340-1 right) to gain access to the spaces below the lower wing skin and the fuselage roof skin.

(2) Using suitable lighting and with the aid of an inspection mirror or borescope camera, search for indications of cracks on the lower wing skins.

NOTE: The cracks may be expected to emerge from the area of the wing-to-fuselage joint angles and propagate longitudinally (fore and aft).

(3) Record and report the inspection findings to Bombardier Aerospace Specialized and Amphibious Aircraft Customer Support.

(4) Close the access panel 330-1 (340-1 right).

3. **PART B – ONE-TIME DETAILED INSPECTION (DI) WING LOWER SKIN WS 45.00 TO WS 55.00**

NOTE: This one-time DI is an acceptable alternative to the eddy current inspection of the front and rear spar caps.

A. Procedure

(1) Remove the No. 2 fuel cell and associated liner (left and right side). Refer to the PSP 292 Aircraft Maintenance Manual, Chapter 28–11–01 FUEL CELLS – REMOVAL/INSTALLATION, paragraph A.

(2) Using suitable lighting and inspection aids such as an inspection mirror or a borescope camera, inspect the following for cracks:

- wing lower skin
- front and rear spar webs
- front and rear spar caps
- re-enforcing straps

NOTE: Pay particular attention to the edges of the spar caps as the re-enforcing straps may mask cracks.

(3) Record and report the inspection findings to your Bombardier Aerospace Specialized and Amphibious Aircraft Technical Representative.

(4) Install the No. 2 fuel cell and associated liner (left and right side). Refer to the PSP 292, Aircraft Maintenance Manual, Chapter 28–11–01 FUEL CELLS – REMOVAL/INSTALLATION, paragraph B.

B. **PART C–1 – EDDY CURRENT INSPECTION – LOWER FRONT SPAR CAP**

Preparation and Cleaning:

(1) Remove access panels 310–1, 310–2, 721–3, and 821–3. Refer to PSP 292, Chapter 6–51–00, ACCESS PANELS – DESCRIPTION AND OPERATIONS.

(2) Locate and identify all areas of the front lower spar cap that require inspection. Refer to Figure 2.

(3) This inspection must be performed from the forward side of the wing front spar.

(4) Clean the areas to be tested thoroughly with aliphatic naphtha using a nylon bristled brush and clean cloths. Allow the inspection surfaces to dry completely.

NOTE: If the paint or primer condition is good, it need not be removed. If the finish is damaged, the bare metal must be exposed and refinished in accordance with PSP 297, Structural Repair Manual, Chapter 51–52–16, CORROSION PREVENTIVE TREATMENT – PROCEDURES.

4. Equipment Calibration for the Inspection of Surface Cracks in the Wing Lower Front Spar Cap

A. Eddy Current Calibration Procedure

(1) Use a coaxial cable to connect the surface pencil probe to the Eddy Current instrument.

(2) Turn the instrument [ON]. Set and adjust the instrument controls as noted in TABLE 1 Calibration Data, Instrument Settings.

(3) Place the probe tip perpendicular to the surface of the calibration reference standard (CRS) AL35−45 away from the 0.040−inch (1.02 mm) EDM notch and the edge. Refer to Figure 2.

NOTE: Avoid tilting the probe tip, this could result in a false indication.

(4) Balance (BAL) the instrument, and adjust the PHASE (ROTATION) control knob until a horizontal lift−off signal moving from right to left is obtained with increasing lift−off across the screen display.

(5) Slide the probe across the 0.040-inch deep electro-discharge machining (EDM) notch while maintaining the probe coil perpendicular to the inspection surface at all times. Adjust the instrument sensitivity [GAIN] to obtain an amplitude signal as shown in TABLE 1 Calibration Data, Instrument Settings.

(6) Differentiate between the edge and the notch signals by sliding the probe off the edge of the reference standard. The signal obtained from the edge shall slant−off towards the upper left quadrant as shown in TABLE 1 Calibration Data, Instrument Settings.

(7) If the inspection area is painted, carry out the lift−off compensation prior to inspection. Refer to Step 4.B.

Table 1 − Calibration Data

Instrument Settings	
Mode	ABS, Ch 1
Display	XY
View	Ch 1
Ch 1 Frequency	500 kHz
Ch 1 Phase	301.0°
Ch 1 Gain	46 dB
Ch 1 X:Y	X − 8 dB
Hi − Pass	DC
Lo − Pass	200 Hz
Balance Load	47 µ
X − Pos	40
Y − Pos	−40

Screen Display

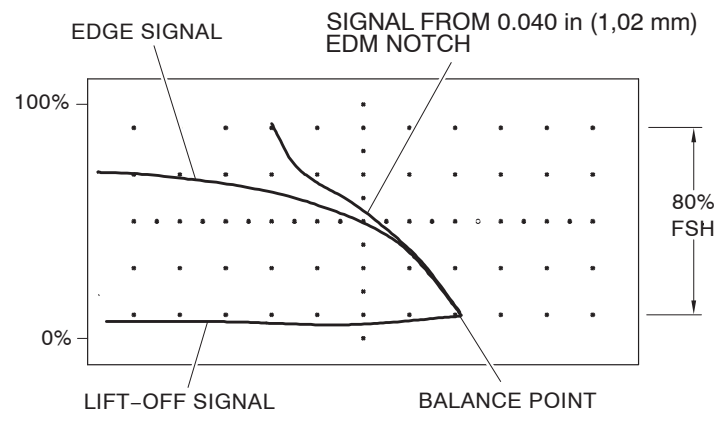


Table 1
Calibration Data

B. Lift-Off Compensation Calibration

(1) After the calibration, put the probe (coil) tip perpendicular to the inspection surface. Do not balance the instrument at this step.

(2) Compare the screen displays between the operating point on the inspection surface and the balance point on the CRS.

(3) If the operating point on the inspection surface matches the balance point on the CRS, no compensation for the paint thickness is required. Proceed to the inspection procedure, Section 6.

(4) If the operating point on the inspection surface does not match the balance point on the CRS, but has moved to the left on the display screen, compensation for the paint thickness is required.

Do as follows:

(a) Attach a strip of nonconductive tape or shim to cover the CRS surface, including the EDM notches.

(b) Put the probe (coil) tip perpendicular to the surface of the CRS, away from the EDM notch and part edge. Rebalance the instrument and compare the operating point on the inspection surface to the balance point on the CRS as shown on the instrument display screen.

(c) If the operating point on the inspection surface is left of the balance point on the CRS, add an additional strip of tape (thickness) or shim until the balance point on the CRS matches that of the operating point of the inspection area.

(d) If the operating point on the inspection surface is to the right of the balance point on the CRS with the tape applied, remove a strip of tape or shim until the balance point on the CRS matches the operating point of the inspection area.

(e) If lift-off compensation and calibration requirements cannot be met, remove the paint or other coatings from the inspection surface prior to the inspection.

(5) Slide the probe (coil) tip across the 0.040-inch (1,02-millimeter) deep EDM notch covered with tape on the CRS.

(6) Adjust the [GAIN] to obtain an eddy current amplitude signal from the 0.040-inch (1,02-millimeter) deep EDM notch as shown in Table 1 Calibration Data, screen display.

(7) Proceed to the inspection procedure. ±

5. Inspection of the Wing Lower Front Spar

NOTE: Monitor the test instrument screen display carefully at all times and make note of all distinct, relevant indications: The screen amplitude of each signal and its relative location on the inspection surface.

After the balancing in the inspection area, if the balance point drops below the screen display from the original balance point, it could indicate the original balance location contains a defect. In such a case, rebalance the instrument on an adjacent area and scan the original balance point for possible defects before continuing the inspection.

Verify the instrument calibration at the following intervals:

- Every 15 minutes of continuous operation
- when there is a change of set-up parameter, and/or of equipment (i.e. a change in probe)
- when the inspection is completed
- When the amplitude of the calibration signal has varied, re-calibrate the instrument and repeat the inspection again at all locations from the last valid calibration
- Make sure the operational point is on the screen at all times.

Rebalance the instrument for each new scan path.

Do each scan of the inspection area at the same probe speed as used during the calibration process.

Make sure the inspection surface is well illuminated.

A. Inspection Procedure

(1) After calibration, put the probe (coil) tip on the surface of the front lower spar directly below the front spar web, outboard of the outer frame angle at BL 51.00.

Adjust the angle of the probe to ensure the blade is parallel to the inspection surface. Refer to Figure 2 for inspection location and probe placement.

(2) Rebalance the instrument. If necessary, adjust the instrument [PHASE] control to obtain a horizontal lift-off signal moving from right-to-left across the screen display.

(3) Make a linear horizontal scan of the front spar directly below the front spar web that is covered by the inner and outer frame angles. Make sure the blade is parallel to the inspection surface and the coil is in contact with the inspection surface at all times. The inspection can be carried out from inboard and/or outboard of the frame angles depending on operator preference. Refer to Figure 2 for inspection location and probe placement.

6. Indication Evaluation

Any distinct vertical deflection signal that occurs over a short scan distance (one probe tip diameter) is considered a suspect indication and is cause for further investigation.

Any rapid “up dot” movement signal that stays at the “up” position over a longer scan distance is considered a suspect indication and is cause for further investigation.

Make sure the indication is not caused by edge effect, abrupt change in geometry, localized variation in conductivity, permeability or other non-relevant factors.

Evaluate all suspect crack indications by comparing their phase angle, amplitude and shape to the CRS EDM notch signals.

If a crack is detected, determine its length and determine its location.

7. Acceptance or Rejection Criteria

Any distinct vertical deflection signal, which equals to 50% or greater than the response from the 0.040-inch (1,02-millimeter) deep EDM notch as shown in Table 1 Calibration Data, is classified as a crack and is cause for rejection.

8. Reporting

Record and report all rejections to your Bombardier Aerospace Specialized and Amphibious Aircraft Technical Support Representative.

9. Close Out

If the finish on the inspection area was removed, replace the finish. Refer to the PSP 297, Structural Repair Manual, Chapter 51–52–16, CORROSION PREVENTIVE TREATMENT – GENERAL PROCEDURES.

Install access panels 310–1, 310–2, 721–3, and 821–3. Refer to the PSP 292, Aircraft Maintenance Manual, Chapter 6–51–00, ACCESS PANELS DESCRIPTION AND OPERATIONS.

Remove all equipment, tools and unwanted materials from the work area.

10. **PART C–2– EDDY CURRENT INSPECTION – WING LOWER REAR SPAR CAP**

A. Preparation and Cleaning:

(1) Remove access panels 741–1, 841–2, 741–19, and 841–18. Refer to PSP 292, Chapter 6–51–00, ACCESS PANELS – DESCRIPTION AND OPERATIONS.

(2) Locate and identify all areas of the rear lower spar that require inspection. Refer to Figure 3.

(3) This inspection must be performed from the rear side of the wing rear lower spar cap.

(4) Clean the areas to be tested thoroughly with aliphatic naphtha using a nylon bristled brush and clean cloths. Allow the inspection surfaces to dry completely.

NOTE: If the paint or primer condition is good, it need not be removed. If the finish is damaged, the bare metal must be exposed and refinished in accordance with PSP 297, Structural Repair Manual, Chapter 51–52–16, CORROSION PREVENTIVE TREATMENT – PROCEDURES.

11. Equipment Calibration for the Inspection of Surface Cracks in the Wing Lower Rear Spar Cap

A. Eddy Current Calibration Procedure

(1) Use a coaxial cable to connect the surface pencil probe to the Eddy Current instrument.

(2) Turn the instrument [ON]. Set and adjust the instrument controls as noted in TABLE 2 Calibration Data, Instrument Settings.

(3) Place the probe tip perpendicular to the surface of the CRS AL35–45 away from the 0.040–inch (1,02 millimeters) EDM notch and the edge. Refer to Figure 3.

NOTE: Avoid tilting the probe tip, this could result in a false indication.

(4) Balance (BAL) the instrument, and adjust the PHASE (ROTATION) control knob until a horizontal lift–off signal moving from right to left is obtained with increasing lift–off across the screen display.

(5) Slide the probe across the 0.040-inch (1,02 millimeters) deep EDM notch while maintaining the probe perpendicular to the inspection surface at all times. Adjust the instrument sensitivity [GAIN] to obtain an amplitude signal as shown in TABLE 2 Calibration Data, Instrument Settings.

(6) Differentiate between the edge and the notch signals by sliding the probe off the edge of the reference standard. The signal obtained from the edge shall slant–off towards the upper left quadrant as shown in TABLE 2 Calibration Data, Instrument Settings.

(7) If the inspection area is painted, carry out the lift–off compensation prior to inspection. Refer to Step 11.B.

B. Lift-Off Compensation Calibration

(1) After the calibration, put the probe (coil) tip perpendicular to the inspection surface. Do not balance the instrument at this step.

(2) Compare the screen displays between the operating point on the inspection surface and the balance point on the CRS.

(3) If the operating point on the inspection surface matches the balance point on the CRS, no compensation for the paint thickness is required. Proceed to the inspection procedure.

(4) If the operating point on the inspection surface does not match the balance point on the CRS, but has moved to the left on the display screen, compensation for the paint thickness is required.

Do as follows:

(a) Attach a strip of nonconductive tape or shim to cover the CRS surface, including the EDM notches.

(b) Put the probe (coil) tip perpendicular to the surface of the CRS, away from the EDM notch and part edge. Rebalance the instrument and compare the operating point on the inspection surface to the balance point on the CRS as shown on the instrument display screen.

(c) If the operating point on the inspection surface is left of the balance point on the CRS, add an additional strip of tape (thickness) or shim until the balance point on the CRS matches that of the operating point of the inspection area.

(d) If the operating point on the inspection surface is to the right of the balance point on the CRS with the tape applied, remove a strip of tape or shim until the balance point on the CRS matches the operating point of the inspection area.

(e) If lift-off compensation and calibration requirements cannot be met, remove the paint or other coatings from the inspection surface prior to the inspection.

Table 2 – Calibration Data

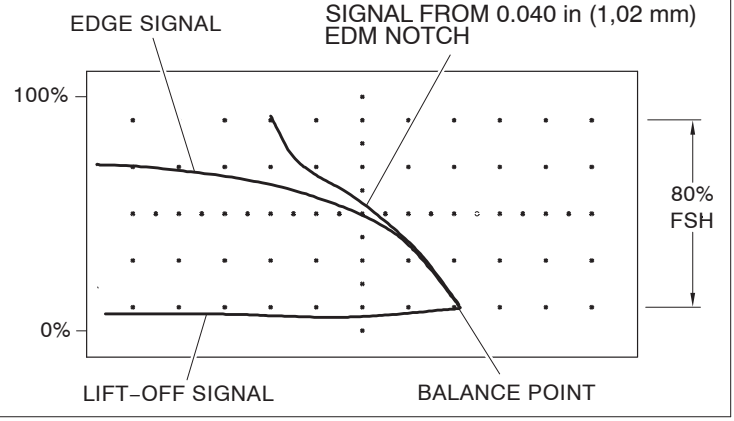
Instrument Settings		Screen Display
Mode	ABS, Ch 1	
Display	XY	
View	Ch 1	
Ch 1 Frequency	500 kHz	
Ch 1 Phase	301.0°	
Ch 1 Gain	46 dB	
Ch 1 X:Y	X – 8 dB	
Hi – Pass	DC	
Lo – Pass	200 Hz	
Balance Load	47 µ	
X – Pos	40	
Y – Pos	–40	

Table 1
Calibration Data

(5) Slide the probe (coil) tip across the 0.040-inch (1,02-millimeters) deep EDM notch covered with tape on the CRS.

(6) Adjust the [GAIN] to obtain an eddy current amplitude signal from the 0.040-inch (1,02-millimeters) deep EDM notch as shown in Table 2 Calibration Data, screen display.

(7) Proceed to the inspection procedure.

12. Inspection of the Wing Lower Rear Spar Cap

NOTE: Monitor the test instrument screen display carefully at all times and make note of all distinct, relevant indications: The screen amplitude of each signal and its relative location on the inspection surface.

After the balancing in the inspection area, if the balance point drops below the screen display from the original balance point, it could indicate the original balance location contains a defect. In such a case, rebalance the instrument on an adjacent area and scan the original balance point for possible defects before continuing the inspection.

Verify the instrument calibration at the following intervals:

- Every 15 minutes of continuous operation
- when there is a change of set-up parameter, and/or of equipment (i.e. a change in probe)
- when the inspection is completed
- When the amplitude of the calibration signal has varied, re-calibrate the instrument and repeat the inspection again at all locations from the last valid calibration
- Make sure the operational point is on the screen at all times.

Rebalance the instrument for each new scan path.

Do each scan of the inspection area at the same probe speed as used during the calibration process.

Make sure the inspection surface is well illuminated.

A. Inspection Procedures

(1) After calibration, put the probe (coil) tip on the surface of the rear lower spar directly below the rear spar web, outboard of the outer frame angle at BL 51.00.

Adjust the angle of the probe to ensure the blade is parallel to the inspection surface. Refer to Figure 3 for inspection location and probe placement.

(2) Rebalance the instrument. If necessary, adjust the instrument [PHASE] control to obtain a horizontal lift-off signal moving from right-to-left across the screen display.

(3) Make a linear horizontal scan of the rear spar directly below the rear spar web that is covered by the inner and outer frame angles. Make sure the blade is parallel to the inspection surface and the coil is in contact with the inspection surface at all times. The inspection can be carried out from inboard and/or outboard of the frame angles depending on operator preference. Refer to Figure 3 for inspection location and probe placement.

13. Indication Evaluation

Any distinct vertical deflection signal that occurs over a short scan distance (one probe tip diameter) is considered a suspect indication and is cause for further investigation.

Any rapid “up dot” movement signal that stays at the “up” position over a longer scan distance is considered a suspect indication and is cause for further investigation.

Make sure the indication is not caused by edge effect, abrupt change in geometry, localized variation in conductivity, permeability or other non-relevant factors.

Evaluate all suspect crack indications by comparing their phase angle, amplitude and shape to the CRS EDM notch signals.

If a crack is detected, determine its length and determine its location.

14. Acceptance or Rejection Criteria

Any distinct vertical deflection signal, which equals to 50% or greater than the response from the 0.040-inch (1,02-millimeter) deep EDM notch as shown in Table 2 Calibration Data, is classified as a crack and is cause for rejection.

15. Reporting

Record and report all rejections to your Bombardier Aerospace Specialized and Amphibious Aircraft Technical Support Representative.

16. Close Out

If the finish on the inspection area was removed, replace the finish. Refer to the PSP 297, Structural Repair Manual, Chapter 51−52−16, CORROSION PREVENTIVE TREATMENT − GENERAL PROCEDURES.

Install access panels 741−1, 841−1, 741−19, and 841−18. Refer to the PSP 292, Aircraft Maintenance Manual, Chapter 6−51−00, ACCESS PANELS − DESCRIPTION AND OPERATION.

Remove all equipment, tools and unwanted materials from the work area.

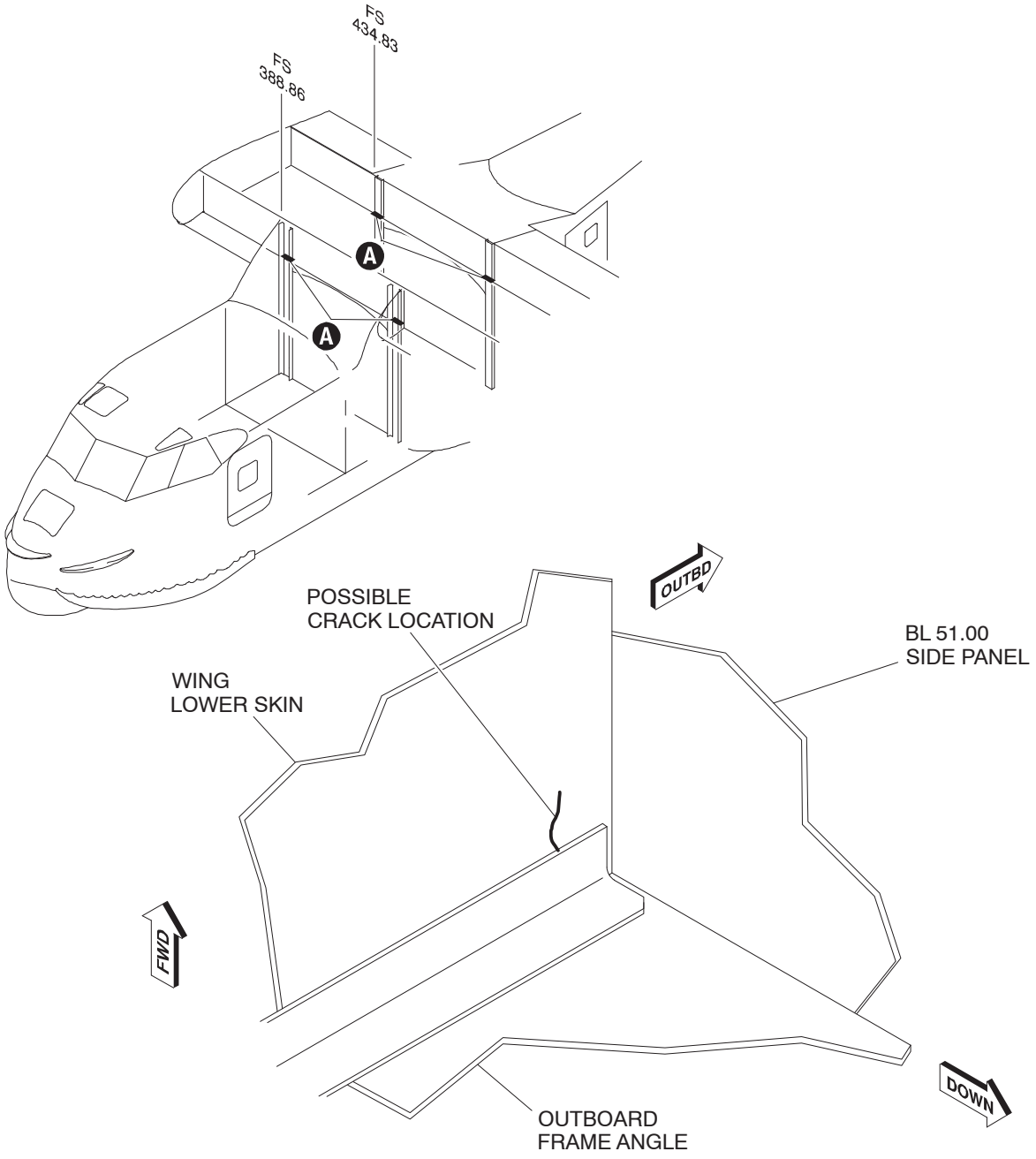
A. Recording

Upon completion of this Service Bulletin, record embodiment of this inspection in the aircraft log book and return the attached Incorporation Notice to Bombardier Aerospace, Specialized and Amphibious Aircraft, Customer Support.

17. Material Information

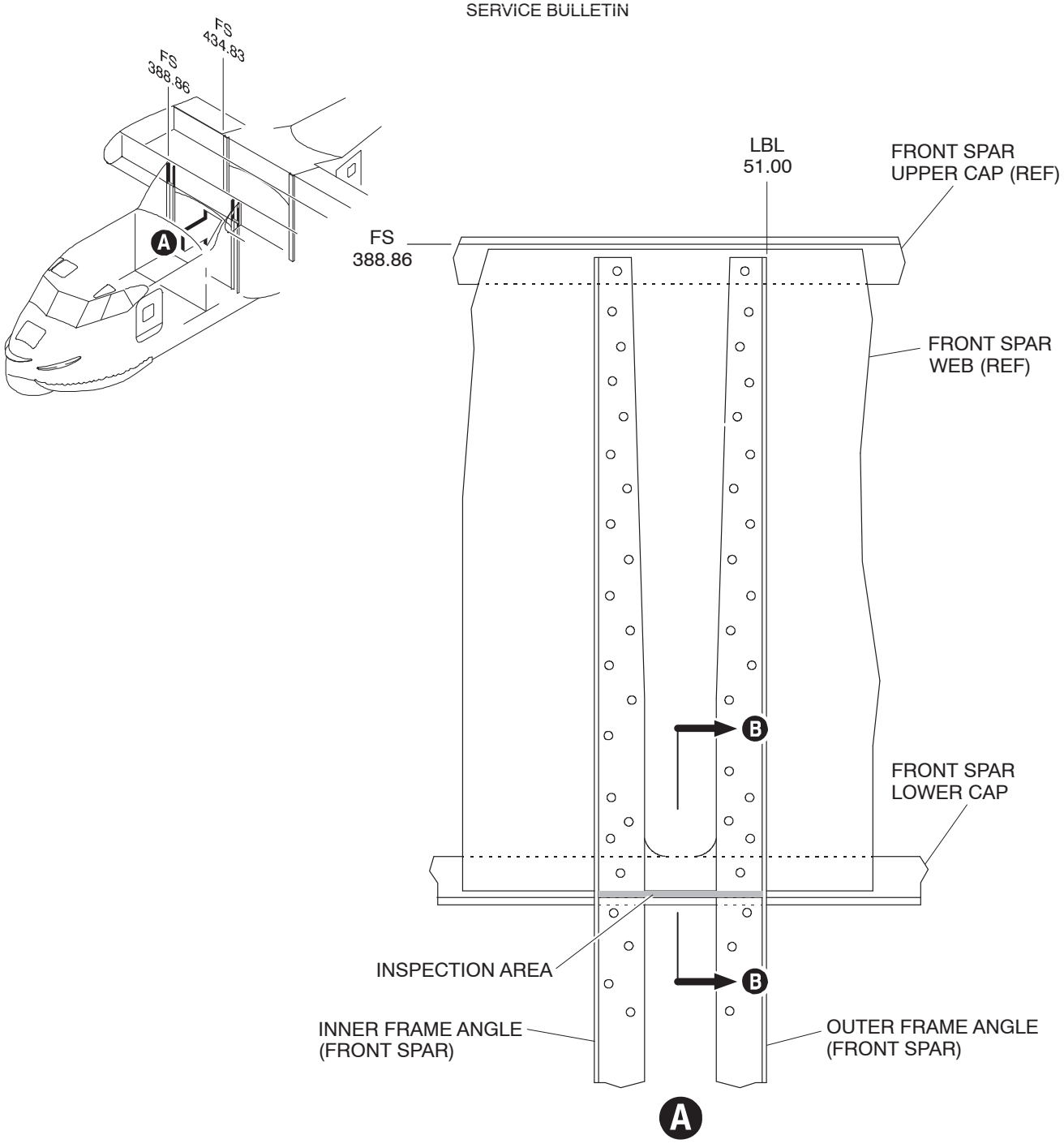
A. The following material, or equivalent, is required to embody this inspection and is to be procured locally:

DESCRIPTION	PART NO./NAME	SPECIFICATION	QUANTITY
Aliphatic Naphtha		TT−N−95, Type II	A/R
Lint free cloth		Commercially Available	A/R
Non−Conductive tape		Commercially Available	A/R



VIEW LOOKING UPWARD AND AFT
FROM LOWERSIDE OF THE WING AT FS 434.80

FIGURE 1
INSPECTION OF FRONT AND REAR SPAR CAP AREA FOR CRACKS



VIEW ON FRONT SPAR LOOKING AFT
LEFT SIDE SHOWN, RIGHT SIDE OPPOSITE

FIGURE 2
INSPECTION OF THE WING FRONT LOWER SPAR AT BL51.00 AND FS388.86

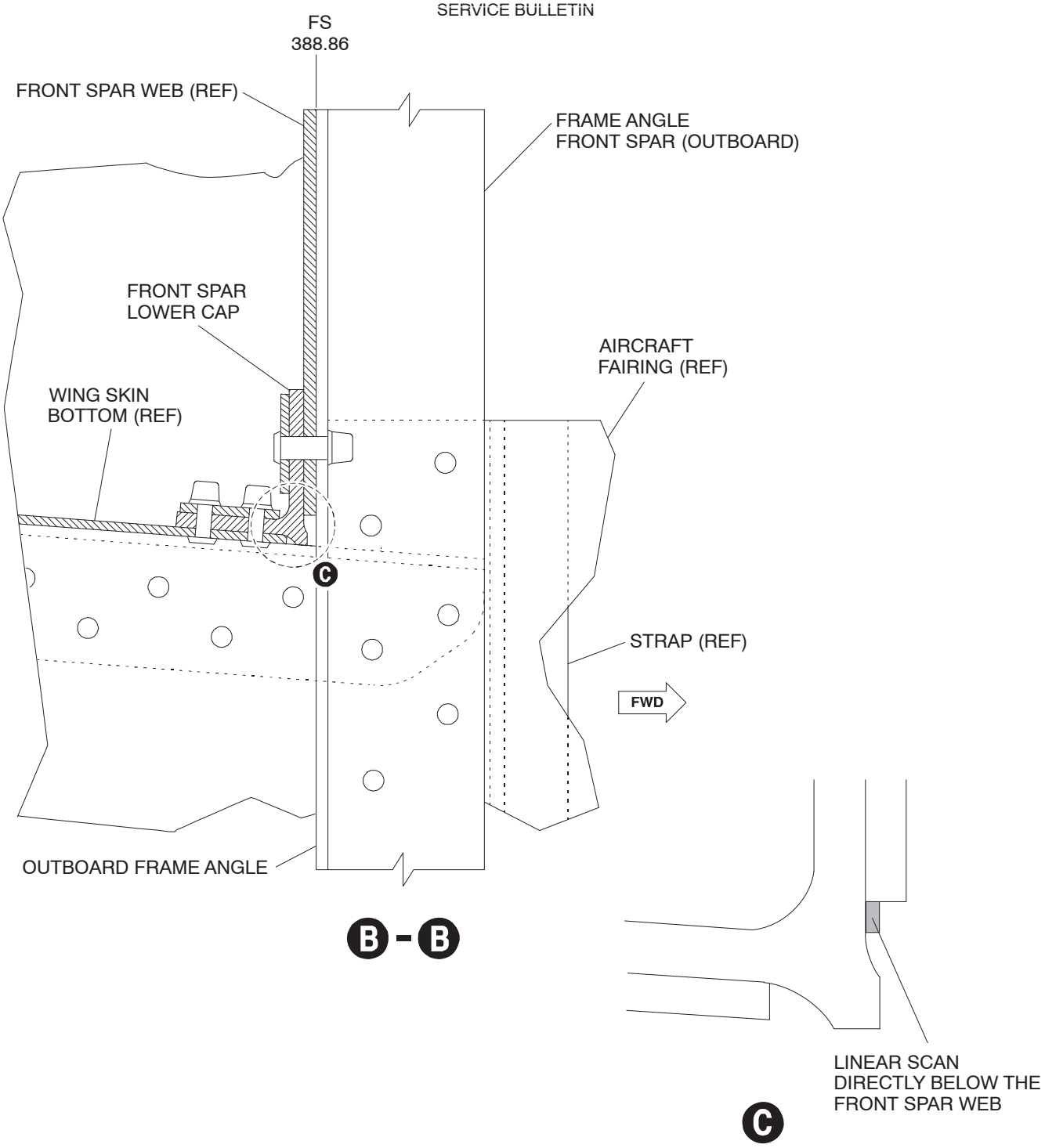
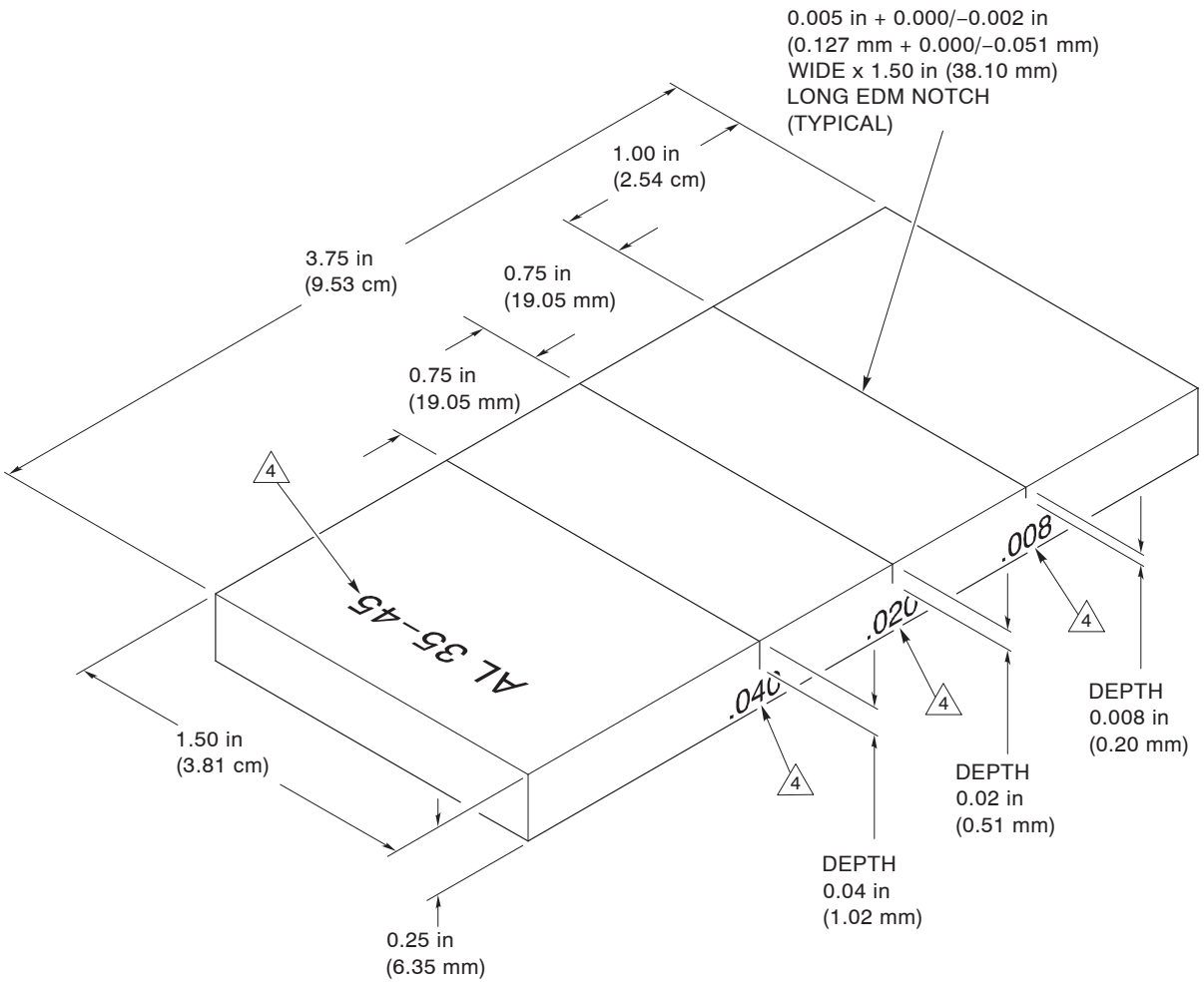


FIGURE 2
INSPECTION OF THE WING FRONT LOWER SPAR AT BL51.00 AND FS388.86



NOTES

1. Material: 2024–T62, QQ–A–250/4.
2. Finish surface 125 RMS or better.
3. Penetrant inspect as per BAPS 176–002.
4. Identification sticker, 0.125 in (3.175 mm) letters black color.
5. Conductivity test as per BAPS 168–013.
6. EDM notches shall have a tolerance of ± 0.001 in (0,025 mm) for depth and +0.000/–0.002 in (+0.000/–0.051 mm) for width.

FIGURE 2
CALIBRATION REFERENCE STANDARD AL 35–45

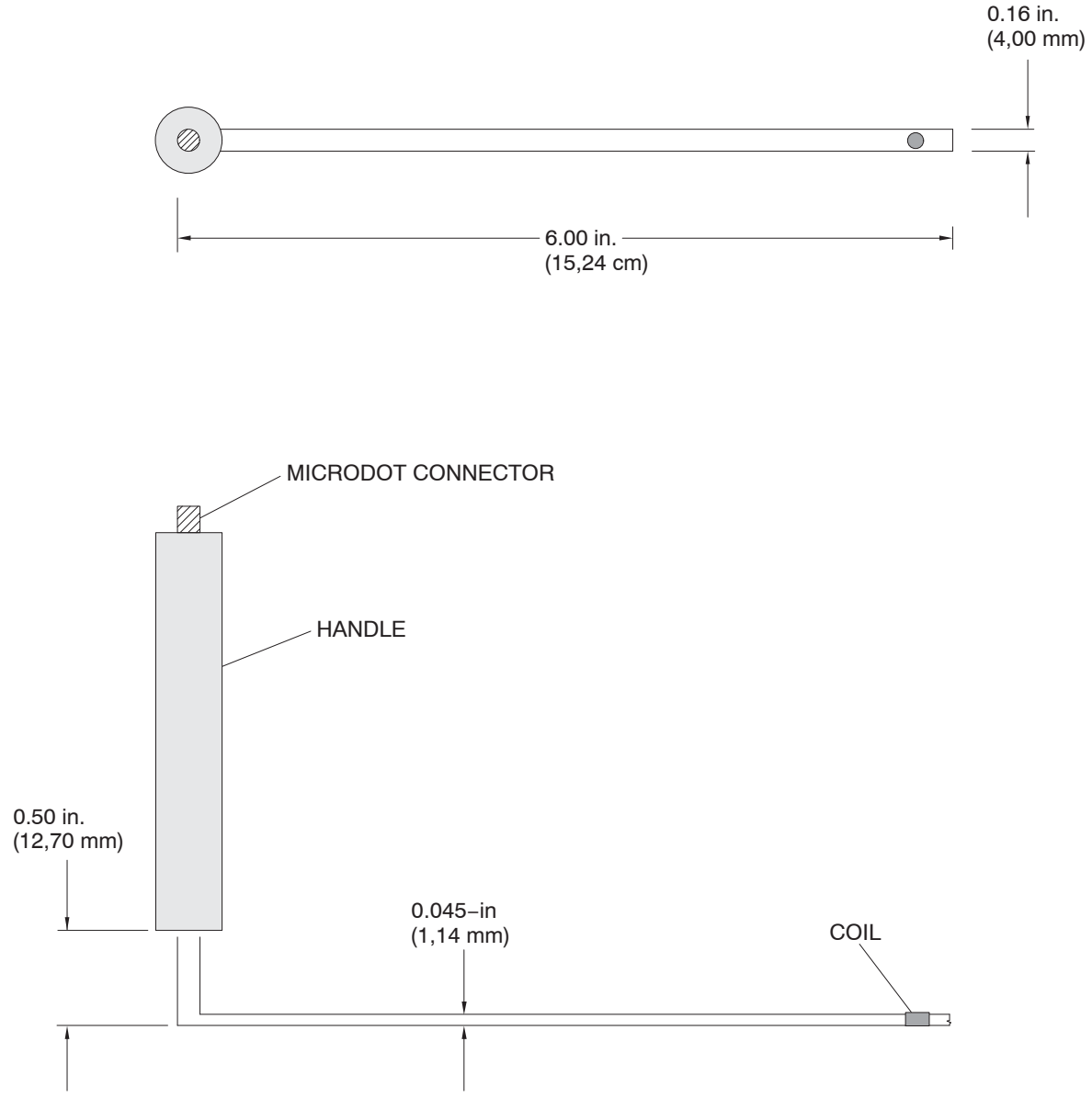
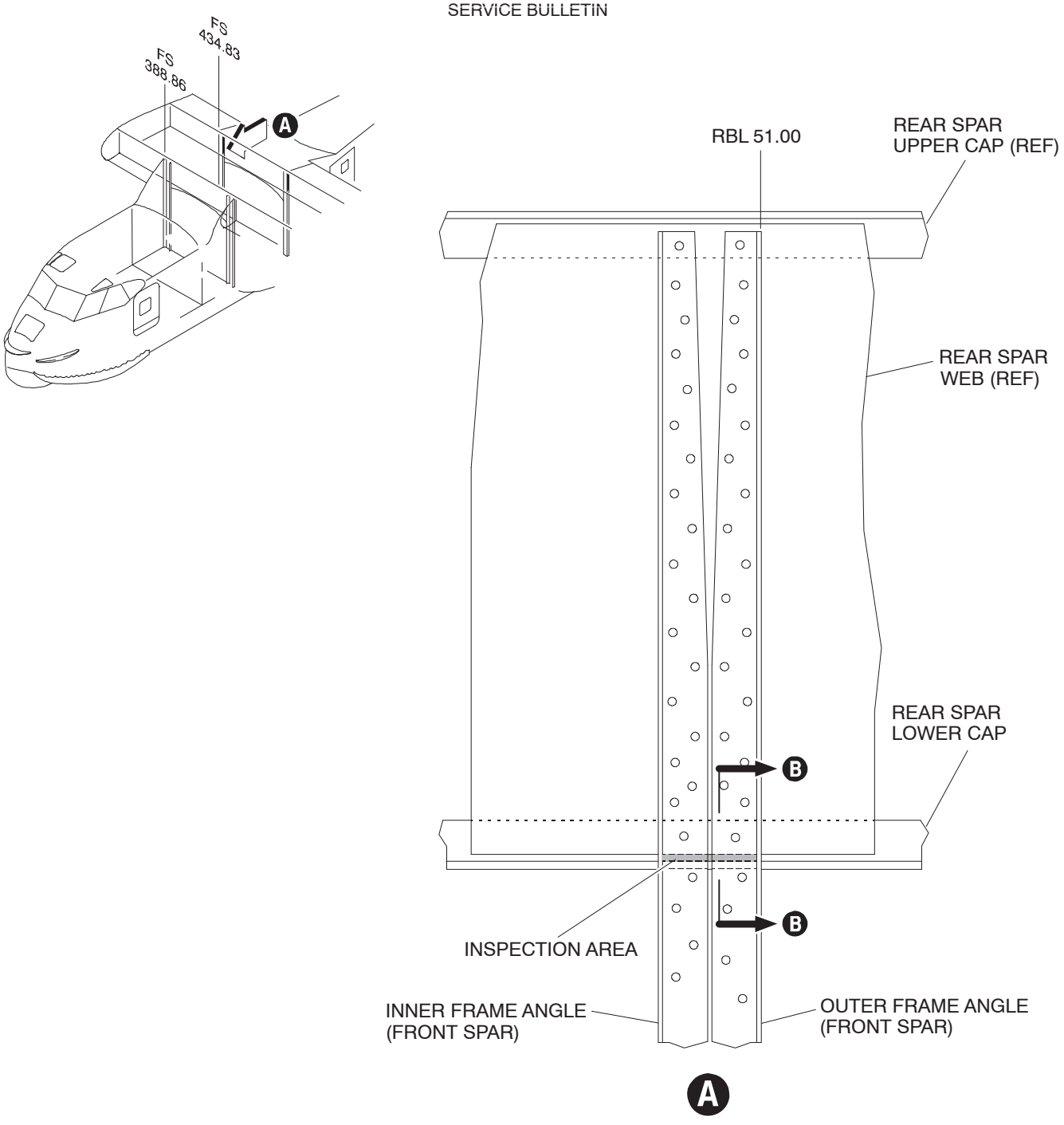


FIGURE 2
OLYMPUS NDT FLEXIBLE BLADE PROBE



VIEW ON REAR SPAR LOOKING FWD
RIGHT SIDE SHOWN, LEFT SIDE OPPOSITE

FIGURE 3
INSPECTION OF THE WING LOWER REAR SPAR AT BL51.00 AND FS434.83

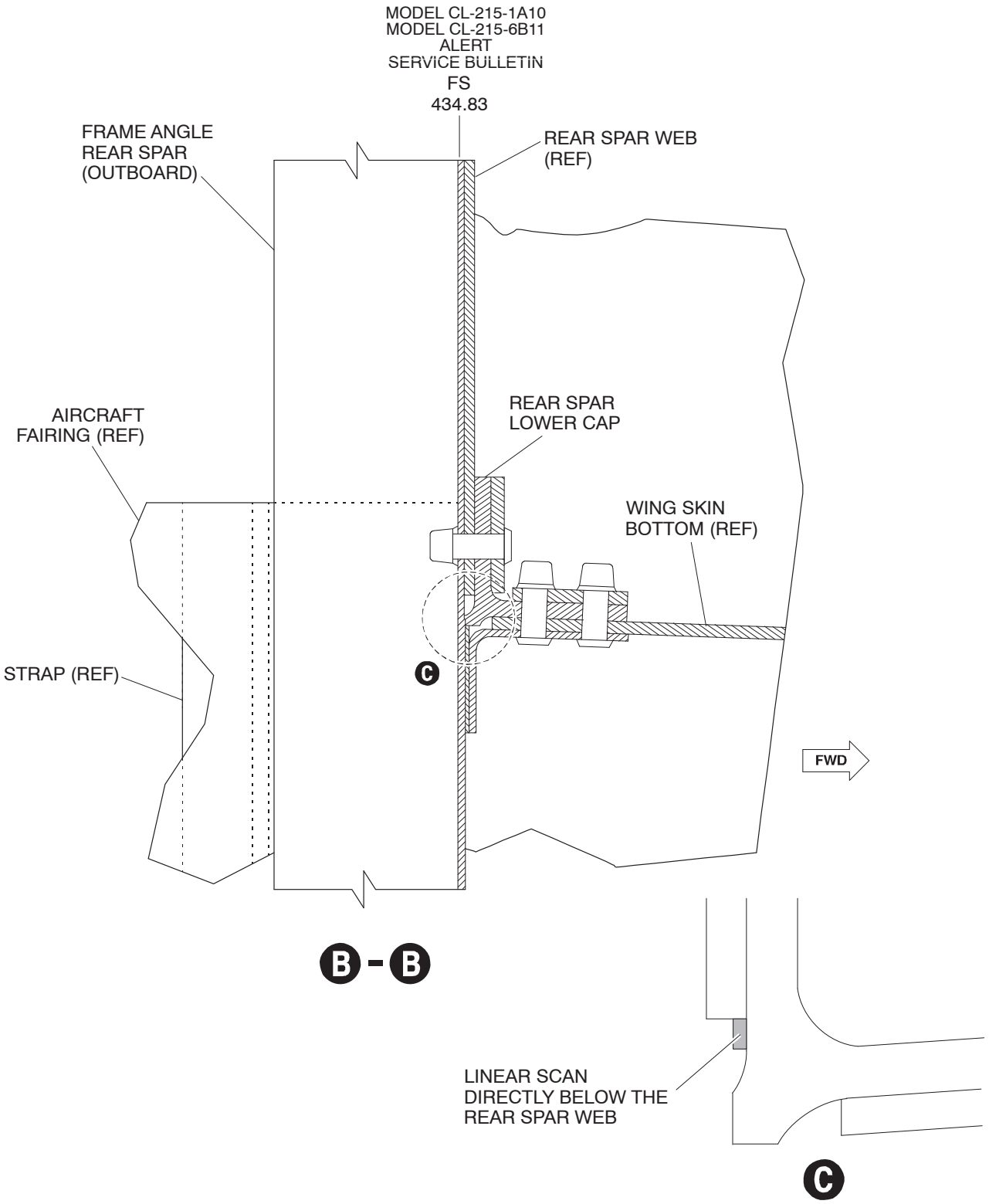
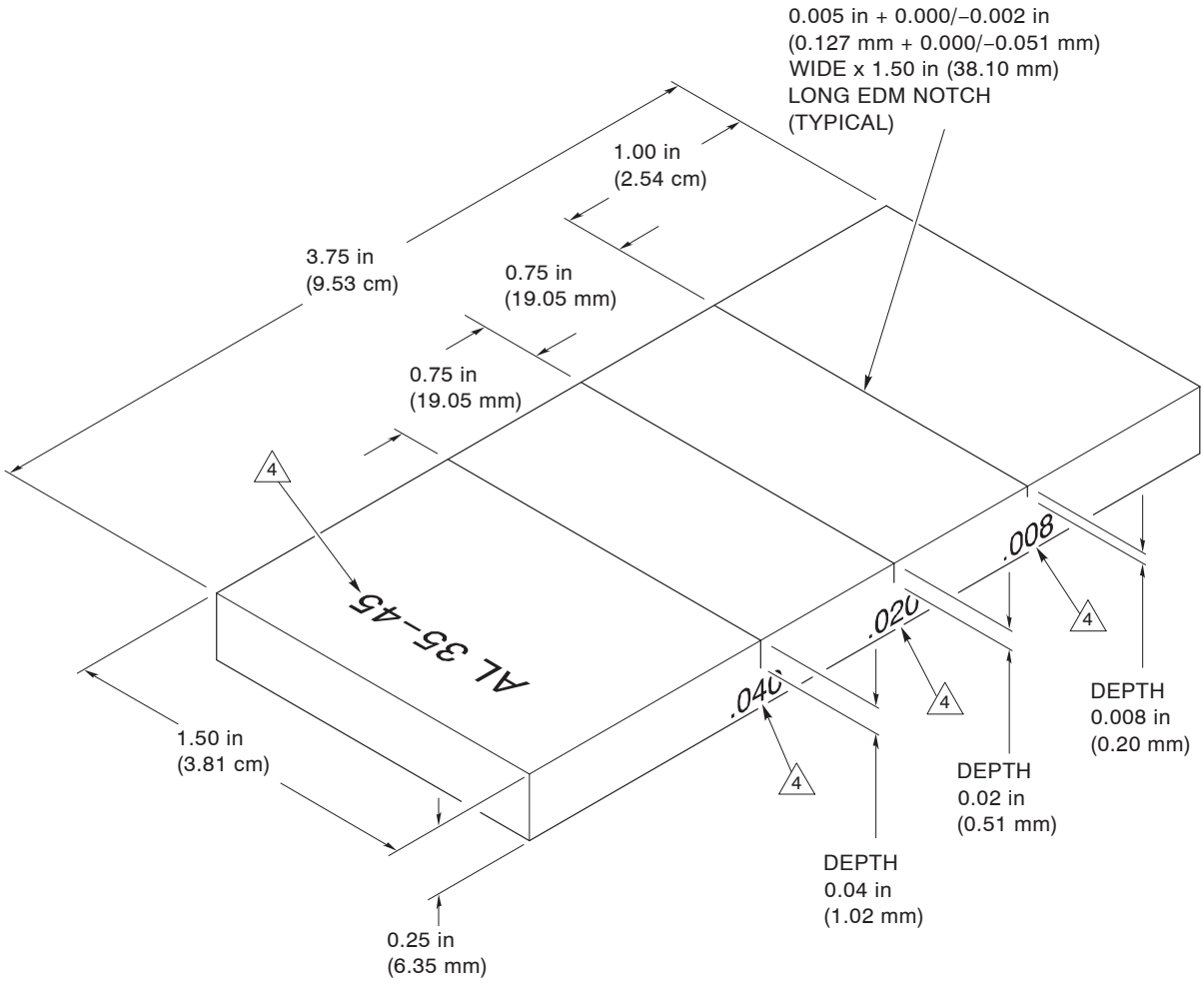


FIGURE 3
INSPECTION OF THE WING LOWER REAR SPAR AT BL51.00 AND FS434.83



NOTES

1. Material: 2024–T62, QQ–A–250/4.
2. Finish surface 125 RMS or better.
3. Penetrant inspect as per BAPS 176–002.
4. Identification sticker, 0.125 in (3.175 mm) letters black color.
5. Conductivity test as per BAPS 168–013.
6. EDM notches shall have a tolerance of ± 0.001 in (0,025 mm) for depth and +0.000/–0.002 in (+0.000/–0.051 mm) for width.

FIGURE 3
CALIBRATION REFERENCE STANDARD AL 35–45

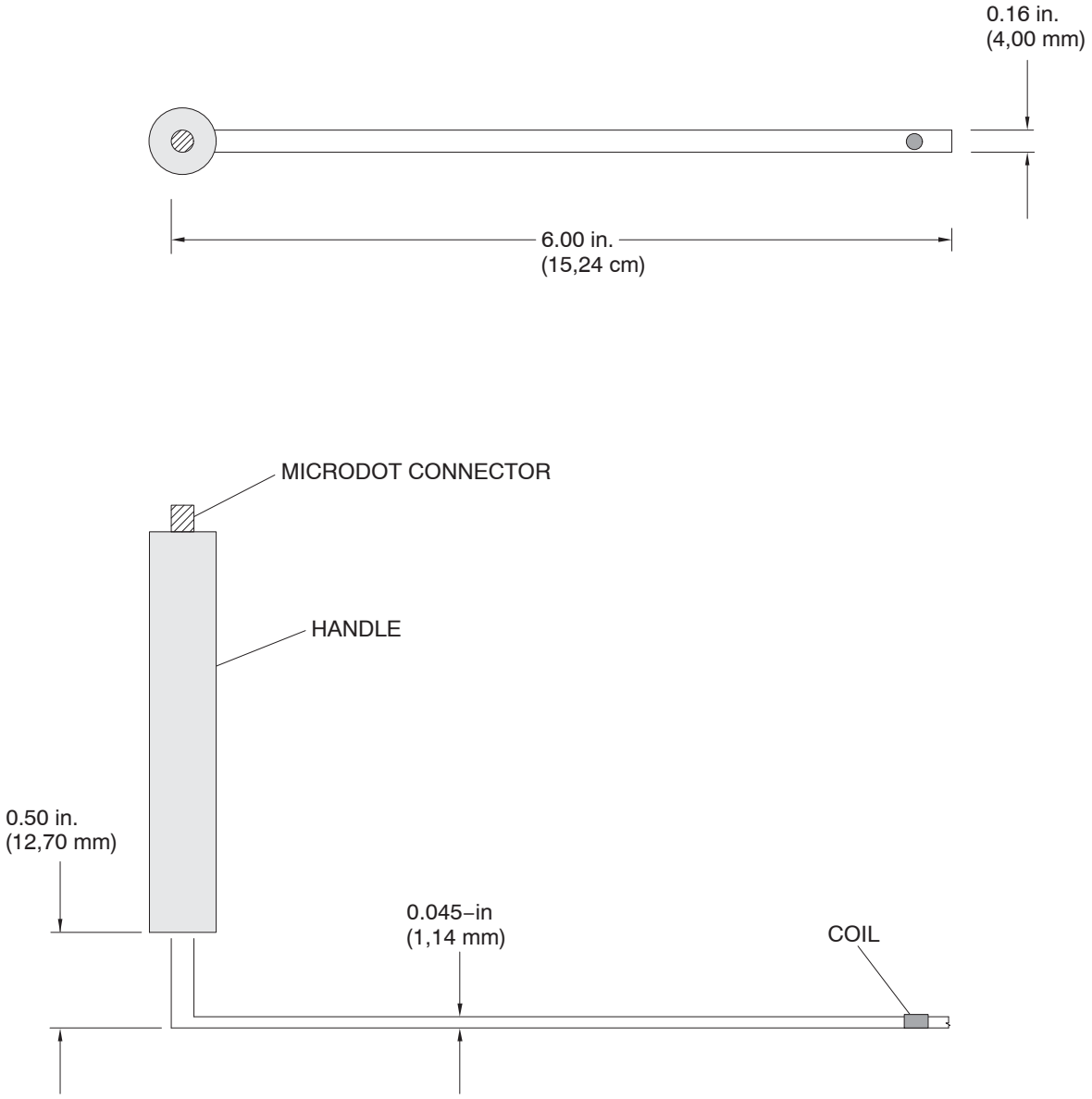


FIGURE 3
OLYMPUS NDT FLEXIBLE BLADE PROBE

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