SERVICE BULLETIN

Airframe

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Title:	Wing Attachment
Identifier:	JSB 052
Classification:	Mandatory
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Requirements and Deadline

Action	Compliance
Item A	• At the next scheduled “wing shake” inspection (ref Section 3)
Item B	• As required by the results of Item A, or, • During next Airframe 100 hourly or Annual inspection (whichever occurs first)

Purpose

This Service Bulletin has been released to mandate the updated inspection procedures for of wing attachment structures as outlined in Jabiru Technical Manuals.

Applicability

Make	Jabiru
Model	All Jabiru Airframes
Serial Number(s)	All S/No
TTIS	All

Superseded Notices

This notice does not supersede any other document.

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1. BACKGROUND

1.1. Jabiru periodically update the inspection and servicing requirements for their products. This Service Bulletin has been released in support of recent changes to the airframe technical manuals, aimed at addressing items reported by operators, improving the clarity of instructions and consistency of results for the specialised maintenance of Jabiru composite aircraft throughout their flying lives.

1.2. In this instance, the operator of a J170-C aircraft detected excessive movement in the front wing attachment during the normal pre-flight "wing shake". Investigating further, they found scoring on the fuselage, caused by rubbing between the fuselage and the wing root fairing. Subsequent inspections revealed damage to the front wing attachment structure.

1.3. There has been one recorded occurrence of this issue. The aircraft had completed approximately 1,000 hours in service and had been operated in a flight training role.

2. INSTRUCTIONS

Detect

2.1. The inspections prescribed herein are applicable to the Jabiru models and Serial numbers listed in the Applicability Section above.

2.2. The following actions are considered necessary to prevent an unsafe condition from developing in the in-service fleet.

Inspect

2.3. Inspection Item A

2.3.1. Do the standard "wing shake" test to both wings in accordance with Section 5.24 of JTM001, the Aircraft Technical Manual, Issue 15 (or later approved issue). If indications of movement or of abnormal wear on the fuselage / fairing interface are found, do Inspection B (Section 2.4) before further flight.

2.4. Inspection Item B

2.4.1. Do the Wing & Strut Bush Service in accordance with Section 5.23 of JTM001, the Aircraft Technical Manual, Issue 15 (or later approved issue) and identify the cause of any movement.

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2.4.2. If any of the following are found, they must be rectified prior to further flight:

i. Visible movement between the wing lug and the wing skins while a second person shakes the wing per Section 5.24 of JTM001, the Aircraft Technical Manual, Issue 15 (or later approved issue).
ii. Cracking or damage in the bond between the wing lugs and the wing skins.
iii. White, fractured areas in the composite bond between the lugs and the wing.

WARNING
This type of damage must be corrected before further flight.

Rectify

2.5. Address any issues in accordance with the Wing & Strut Bush Service, Section 5.23 of JTM001, the Aircraft Technical Manual, Issue 15 (or later approved issue).

Document

2.1. Record incorporation of JSB052-1 Inspection B in the aircraft maintenance logbook. Inspection A does not require logbook entries.

2.2. If Item B inspections find any of the issues listed in Section 2.4.2, the results are to be reported directly to Jabiru in accordance with Section 4. This information is used to monitor fleet airworthiness issues and to assist in creating necessary corrective actions.

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3. CONTINUING AIRWORTHINESS

3.1. The inspections detailed in Section 2 are to be repeated as shown below.

Action	Recurrence
Item A	• Whenever “wing tip rock” or “wing shake” inspections are specified by the applicable Pilot’s Operating Handbook, Flight Manual, Airframe Technical Manual or other Jabiru documentation.
Item B	• During each normal Airframe 100 hourly or Annual inspection.

4. REPORTING

If Item B inspections are done and any of the issues listed in Section 2.5 are found, the results must be reported to Jabiru. Operators are requested to use the on-line service issue reporting form at:

https://jabiru.aero/service-issue-reporting/

Alternatively, operators can provide the same information requested on the Service Issue Reporting form to info@jabiru.net.au.

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Notification

This document has been provided to all owners of applicable aircraft who are registered with Jabiru. If you are no longer in possession of this aircraft, please forward this information to the new owner and immediately notify Jabiru at info@jabiru.net.au or via the members section of the website at jabiru.aero.

Implementation

This document has been prepared in accordance with ASTM standard F3198 – Light Sport Aircraft Manufacturer's Continued Operational Safety (COS) Program. Jabiru Job ACN3325 refers.

Jabiru strongly recommends the implementation of this notice, in the interests of safety, regardless of the relevant products certification basis or the aviation authority under which the product is operated.

For operations in Australia, Civil Aviation Safety Regulations 1998, Part 91.900 requires pilots of Light Sport Aircraft to comply with any safety direction or requirement issued by the aircraft's manufacturer. Similar requirements exist for all National Aviation Authorities (NAA) that recognise the Light Sport Aircraft category.

For Type Certificated products, this notice must be complied with if it has been issued as an Airworthiness Directive by the relevant authority.

For products operating under an Experimental Certificate (or similar) the owner of the product is responsible for the design and continued airworthiness of the product.

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