



	SERVICE BULLETIN No. 28	DOA No. EASA.21J.020
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Subject: Installation of a Strake on TBM 700/850 series aircraft

Effectivity : TBM aircraft s/n 1 to 684 with 5-blade propeller **MTV-27-1-E-C-F-R(P)/ CFR225-55f**

Reason : Take advantage of an aerodynamic improvement as a result of the TBM900 development using the Ansys ® Fluent ® software (*), which enhances aircraft flying qualities at low speeds.

Summary : A. PREPARATION
B. BONDING OF THE STRAKE

Compliance: At user's convenience

Warranty : None

Procurable Material:

- Parts to be ordered free of charge from any TBM spare parts distributor.

Item	Part Number	Description	Qty/ aircraft
2	T 700A512025700100	Strake	1

Consumable Material (Local purchase):

- Cleaning agent Methyl-Ethyl-Ketone (MEK),
- Sealant PR 1782B or equivalent
- Abrasive cloth Grit No. 180

Tooling : - Standard aeronautical maintenance station tools

Manpower : - 1 aeronautical mechanic: 1 hour taken into account free of charge from SOCATA Service Centers.

Technical Incidences:

.- None

(*)Ansys ® Fluent is a tool for computational fluid dynamics; as a reference simulation tool since 2004 in the latest edition, it was implemented early 2008 for further TBM development to assess aerodynamic phenomena.

Checked / Approved: Head, Office of Airworthiness  Martin Albrecht Date: June 10, 2014	Edition  Josefine Hoell Date: June 10, 2014
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This Service Bulletin has been approved according the procedures established for the EASA-certified Design Organization No.: EASA.21J.020.



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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. Preparation - see Figure 1:

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

WARNING:

DO NOT OPERATE MAINTENANCE WORK IN PROGRESS!

B. Bonding of the Strake – see Figures 1 and 2

- 1) Draw aircraft centerline (3) between frame C1 and frame C5.
- 2) As per Figure 1, position the strake rear part (13) at 42.52 inch (1080 mm) from frame C1 (6) and at 18.19 inch (462 mm) from aircraft centerline (3).
- 3) Use the strike (2) as a template to draw its outer contour (10).
- 4) As per Figure 2, draw the limit of the surface to be pickled (11).
- 5) With abrasive cloth Grit No. 180, pickle the surface (12).
- 6) Clean with Methyl – Ethyl –Ketone (MEK).
- 7) Using any appropriate means, press on strake base- plate and bond it with sealant PR 1782B.
- 8) Allow sealant to cure for 72 hours as an ambient temperature between 68° and 77°F (20 and 25°C).

Updating of the Aircraft Documentation:

Upon Completion of Service Bulletin 28 "Installation of Strake" make an appropriate record entry.

Warning: **SOCATA considers that it is VERY IMPORTANT for operators to comply with the instructions of this Service Bulletin.**
Operators who arbitrarily ignore the compliance statement indicated in this Service Bulletin do so at their own risk.

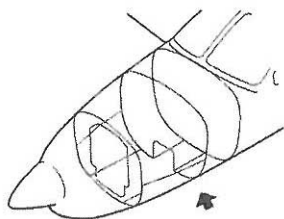
Additional Information:

SOCATA will supply the strake free of charge and the 1 hour required for installation.

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- 1 – Front cargo compartment door
- 2 – Strake
- 3 – Aircraft centerline
- 4 – Landing gear housing
- 5 – Inspection door
- 6 – Frame C1

X = 42,52 in (1080 mm)
Y = 18.19 in (462 mm)

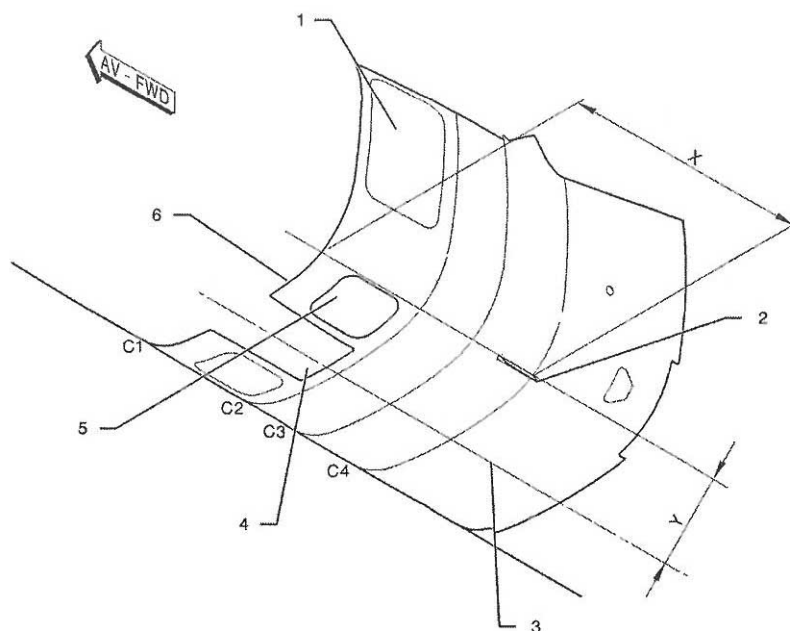


Figure 1: Positioning of the Strake Aircraft with 5 blades

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- 2 – Strake
- 10 – Strake outer contour
- 11 – Limit of the surface to be pickled
- 12 – Surface to be pickled
- 13 – Strake rear part

X = 0.20 in (5 mm)

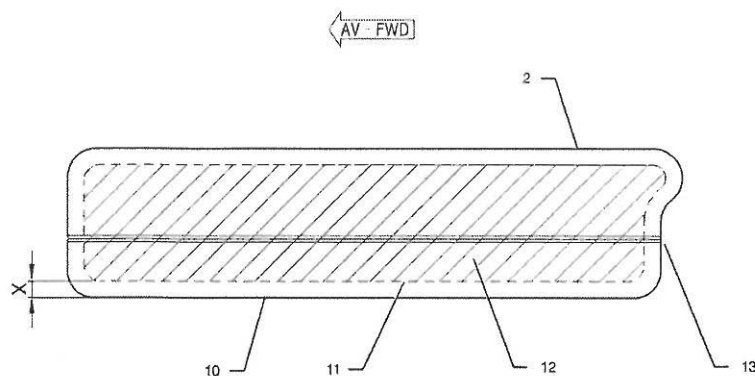


Figure 2: Pickling