

LAA/AWA/18/12
20th December 2018

TL 2000UK Sting Carbon & TL 2000UK Sting Carbon S4

Inspection of Horizontal Stabiliser Securing Pins

During an inspection an overseas TL-Sting aircraft was found to have suffered significant corrosion in the stabiliser's securing pins. Both because of the pins' critical function in securing the stabiliser to the fuselage and the method by which the pins are individually secured to the composite fuselage structure, any corrosion in the pin is unacceptable and, if found, in consultation with the aircraft's manufacturer, a repair solution must be embodied.

After discussion with the UK agent for TL-Sting aircraft LAA Engineering has issued an Airworthiness Information Leaflet (AIL) (MOD/347/034 issue 1) mandating the annual removal of the horizontal stabiliser and the inspection/re-protection of the attachment pins on all TL-Sting marks. This task must be completed in accordance with the requirements of TL-Sting (UK) Ltd.'s Advisory Bulletin (#2018/001) and instructions given in the aircraft's current maintenance manual.

MOD/347/034 issue 1 can be downloaded [HERE](#).

TL-Sting (UK) Ltd.'s Advisory Bulletin (#2018/001) can be downloaded [HERE](#).



Fig. 1 This picture (above) shows the position of the two horizontal stabiliser's securing pins on the TL-Sting aircraft. Note that the stabiliser is finally secured using an attachment bolt at the forward end of the stabiliser. Inspectors should note that, because the bolt's head mates against the angled face of the stabiliser, a wedged-shaped washer is used – it is essential that this washer is fitted correctly.



Fig. 2 The picture (right) shows a close-up of a badly corroded horizontal stabiliser attachment pin. Note that corrosion products have found their way into the attaching fibreglass seriously compromising the integrity of this connection.