



ALERT

Number: 727-57A0135
Original Issue: February 07, 1975
Revision 4: September 26, 2012
ATA System: 5742

SUBJECT: ATTACH FITTINGS Flight Control - Foreflap Carriage Attachment Inspection And Adjustment

Export of this technology is controlled under the United States Export Administration Regulations (EAR) (15 CFR 300-774). An export license may be required before it is used for development, production or use by foreign persons from specific countries. The controller of this data has the individual responsibility to abide by all export laws.

ECCN: 9E991

BOEING PROPRIETARY, CONFIDENTIAL AND/OR TRADE SECRET

Copyright © 1989 Boeing.
Unpublished Work. All Rights Reserved.

Treatment of this document and its content is governed by contract with Boeing. Rights to use this document are licensed on a per aircraft basis and such rights may not be transferable. For more information, contact The Boeing Company.

Boeing, the Boeing signature, the Boeing symbol, 707, 717, 727, 737, 747, 757, 767, 777, 787, Dreamliner™, BBJ, DC-8, DC-9, DC-10, KC-10, KDC-10, MD-10, MD-11, MD-80, MD-88, MD-90, P-8A, Poseidon and Boeing liveries are all trademarks owned by The Boeing Company; and no trademark license is granted in connection with this document unless provided in writing by Boeing. BOEING is a trademark of Boeing Management Company.

BLANK PAGE

Table of Contents

Revision Transmittal Sheet 5

Summary 7

1. PLANNING INFORMATION 11

 A. Effectivity 11

 1. Airplanes 11

 2. Spares Affected 15

 B. Concurrent Requirements 16

 C. Reason 16

 D. Description 18

 E. Compliance 18

 F. Approval 20

 G. Manpower 20

 H. Weight and Balance Changes 21

 I. Electrical Load Data 21

 J. References 21

 1. Existing Data: 21

 2. Data Supplied with this Service Bulletin: 22

 3. Installation Drawings Used in the Preparation of this Service Bulletin: 22

 K. Publications Affected 22

 L. Interchangeability and Intermixability of Parts 22

 M. Software Accomplishment Summary 22

2. MATERIAL INFORMATION 23

 A. Material - Price and Availability 23

 B. Industry Support Information 23

 C. Parts Necessary for Each Airplane 23

 1. Kits/Parts 23

 2. Parts and Materials Supplied by the Operator 24

 3. Parts Modified and Reidentified 24

 4. Parts Removed and Not Replaced 24

 D. Parts Necessary to Change Spares 24

 E. Special Tooling - Price and Availability 25

 F. Special Tooling Necessary to do this Service Bulletin 25

3. ACCOMPLISHMENT INSTRUCTIONS 27

 A. GENERAL INFORMATION 27

 B. WORK INSTRUCTIONS 28

FIGURE 1: INSPECTION 30

FIGURE 2: CHECK FOR CLEARANCE / INTERFERENCE 32

FIGURE 3: REWORK OF LUG ASSEMBLY 34

FIGURE 4: CARRIAGE FITTING INSTALLATION FOR OUTBOARD FORE FLAP WBL 348 - DEVIATION FROM OVERHAUL MANUAL 37

BLANK PAGE



ALERT

Number: 727-57A0135

Original Issue: February 07, 1975

Revision 4: September 26, 2012

ATA System: 5742

Revision Transmittal Sheet

SUBJECT: ATTACH FITTINGS Flight Control - Foreflap Carriage Attachment Inspection And Adjustment

This revision includes all pages of the service bulletin.

COMPLIANCE INFORMATION RELATED TO THIS REVISION

More work is necessary on the airplanes changed in accordance with Revision 3 of this service bulletin. For the outboard foreflap, replace the production carriage attach fittings with the new improved carriage attach fittings at the time given in Paragraph 1.E., Compliance. Continue to inspect the carriage attach fittings at the interval given in Paragraph 1.E., Compliance. Do general visual inspections and functionality check of the outboard foreflap installation for damage and incorrect operation at the interval given in Paragraph 1.E., Compliance.

Federal Aviation Administration (FAA) Airworthiness Directive AD 2005-14-07 is related to this service bulletin.

REASON FOR REVISION

This revision is sent to increase the frequency of the repeat High Frequency Eddy Current (HFEC) inspection of production outboard foreflap carriage attach fittings, make compulsory the installation of the improved outboard foreflap carriage attach fittings, make incorporation of the concurrent service bulletins compulsory, add a general visual inspection and functionality check of the outboard foreflap and to require repeat inspections of the improved outboard foreflap carriage attach fittings.

Terminology has been changed in the Work Instructions to agree with the terminology defined in Paragraph 3.A., General Information - Notes.

These sections are changed:

1. Summary Background - Reference to a new Boeing Service Related Problem (SRP) and new service history is added. A Summary Evaluation table is added.
2. The Summary Action is updated.
3. Summary Compliance - Reference to FAA AD 2005-14-07 is added.
4. Paragraph 1.C., Reason - Reference to a new Boeing SRP is added.
5. Paragraph 1.A.1., Airplanes - A Group Configuration Table is added.

BOEING SERVICE BULLETIN 727-57A0135

ALERT

ALERT

- 6. Paragraph 1.C., Reason - Reference to a new Boeing Service Related Problem (SRP) and new service history is added. A Summary Evaluation table is added.
- 7. Paragraph 1.D., Description - Affected maintenance zones are added.
- 8. Paragraph 1.E., Compliance - Reference to FAA AD 2005-14-07 is added and the compliance information is updated.
- 9. Paragraph 1.F., Approval - The approval statement is updated.
- 10. Paragraph 1.G., Manpower - Manpower information for general visual inspection and functionality check is added.
- 11. Paragraph 1.J.1., Existing Data - References to FAA AD 2005-14-07, a new SRP and Service Bulletin Index are added.
- 12. Paragraph 1.K., Publications Affected - A Damage Tolerance Inspection (DTI) statement is added.
- 13. Paragraph 1.M., Software Accomplishment Summary - Section is added.
- 14. Paragraph 3.A., Accomplishment Instructions - General Note 1 regarding the sequencing of steps is deleted. A caution and 8 general notes are added.
- 15. Paragraph 3.B., Work Instructions - Instructions to do a general visual inspection and functionality check are added.

Vertical lines are put on the left edge of each page, except in Paragraph 1.A., Effectivity, to show the location of important changes.

Pages with no vertical lines have no important changes.

REVISION HISTORY

Original Issue:	February 07, 1975
Revision 1:	August 29, 1975
Revision 2:	October 29, 1998
Revision 3:	June 27, 2002
Revision 4:	September 26, 2012



ALERT

Number: 727-57A0135
Original Issue: February 07, 1975
Revision 4: September 26, 2012
ATA System: 5742

Summary

SUBJECT: ATTACH FITTINGS Flight Control - Foreflap Carriage Attachment Inspection And Adjustment

THIS BULLETIN IS SENT TO THE OPERATORS OF RECORD OF THE AIRPLANES SHOWN IN PARAGRAPH 1.A., EFFECTIVITY. IF AN AIRPLANE HAS BEEN LEASED OR SOLD, SEND THIS SERVICE BULLETIN TO THE NEW OPERATOR. IF APPLICABLE SPARES HAVE BEEN SOLD, SEND THIS SERVICE BULLETIN TO THE NEW OWNER.

CONCURRENT REQUIREMENTS

Refer to Paragraph 1.B., Concurrent Requirements.

BACKGROUND

This service bulletin gives instructions to inspect the carriage attach fitting of the inboard and outboard foreflaps for any crack or damage. Fleet service information and analysis show that repeat inspections or replacement of the carriage attach fitting decrease the risk of partial or complete foreflap loss caused by fatigue. Inspection and adjustment, if necessary, of the gap between the foreflap carriage attach fitting and the carriage lug on the inboard and outboard foreflap assemblies will decrease the possibility of fatigue failure of the carriage attach fitting from excessive clamp-up. The fatigue life of the new replacement fitting increased with the design of thicker flanges, and a material change to Corrosion Resistant Steel. If the work in this service bulletin is not done, breakage of the carriage attach fitting could result in the loss of the foreflap and damage to adjacent structures which could lead to loss of controllability of the airplane during take-off and landing.

Sixteen operators sent reports of twenty-eight damaged or failed outboard Foreflaps with the carriage attach fitting of the Foreflap Sequencing Carriage cracked or failed. Recent Boeing examination of a failed fitting indicates fatigue breakage of the fitting is possible as a result of high fit-up stress combined with airloads.

Revision 3 changes this service bulletin to Alert status. It also provides specific inspection intervals for the carriage attach fitting.

Since the release of Revision 3, one operator has reported that during a scheduled inspection per Federal Aviation Administration (FAA) Airworthiness Directive AD 2005-14-07 , both inboard and outboard Foreflap Carriage Fittings were found broken. The event occurred at 47,125 Flight Cycles. Metallurgical analysis determined that the cause of the broken fittings is a suspected static overload condition.

Boeing Service Related Problem (SRP) 727-SRP-57-0128 and 727-SRP-57-0243 are related to this service bulletin.

This table is provided to operators for planning purposes only. Refer to the applicable sections for more information.

Planning Data	Affected	Reference
Spares Affected	Yes	Paragraph 1.A.2., Spares Affected
AD Related	Yes	Paragraph 1.E., Compliance
Weight and Balance Change	No	Paragraph 1.H., Weight and Balance Changes
Electrical Load Changed	No	Paragraph 1.I., Electrical Load Data
Publications Affected	Yes	Paragraph 1.K., Publications Affected
Airplane Flight Operations Affected (Flight Crew Operations Manual and/or FAA Approved Airplane Flight Manual)	Yes	Paragraph 1.K., Publications Affected
Kits/Parts Required	Yes	Paragraph 2.C.1., Kits/Parts
Operator Supplied Material	Yes	Paragraph 2.C.2., Parts and Materials Supplied by the Operator
Special Tooling Required	No	Paragraph 2.F., Special Tooling Necessary to do this Service Bulletin

ACTION (PRR 23907, PRR 24826-R)

Do a detailed and High Frequency Eddy Current (HFEC) inspection of the foreflap carriage attach fittings for any crack or damage. If any crack or damage is found, replace the carriage attach fitting. If no crack or damage is found, do the repeat inspections at the interval given in Paragraph 1.E., Compliance .

Incorporate the service bulletins listed in Paragraph 1.B., Concurrent Requirements .

- For the inboard foreflap, installation of the improved carriage attach fittings and incorporation of the service bulletins listed in Paragraph 1.B., Concurrent Requirements terminates the repeat inspections.
- For the outboard foreflap, installation of the improved carriage attach fittings and incorporation of the service bulletins listed in Paragraph 1.B., Concurrent Requirements decreases the frequency of the repeat inspections.

Do a one-time clearance/interference check of the carriage attach fitting. Shim if required. If interference is found, rework the carriage attach lug.

On airplanes with the production carriage attach fitting, replace the production carriage attach fitting with the improved carriage attach fitting and incorporate the service bulletins listed in Paragraph 1.B., Concurrent Requirements . For the outboard foreflap the installation of the improved carriage attach fittings and the incorporation of the service bulletins listed in Paragraph 1.B., Concurrent Requirements , is not a terminating action.

For the outboard foreflap, do general visual inspections and functionality check of the outboard foreflap installation for damage and incorrect operation.

ALERT

ALERT

EFFECTIVITY

All 727, 727-100, 727-100C, 727-200, 727-200F, 727C Airplanes. Refer to Paragraph 1.A.1., Airplanes, for the list of affected airplanes.

COMPLIANCE

Federal Aviation Administration (FAA) Airworthiness Directive AD 2005-14-07 is related to this service bulletin.

Refer to Paragraph 1.E., Compliance.

INDUSTRY SUPPORT INFORMATION

Boeing warranty remedies are not available for the configuration changes, inspection, and/or repair procedures given in this service bulletin.

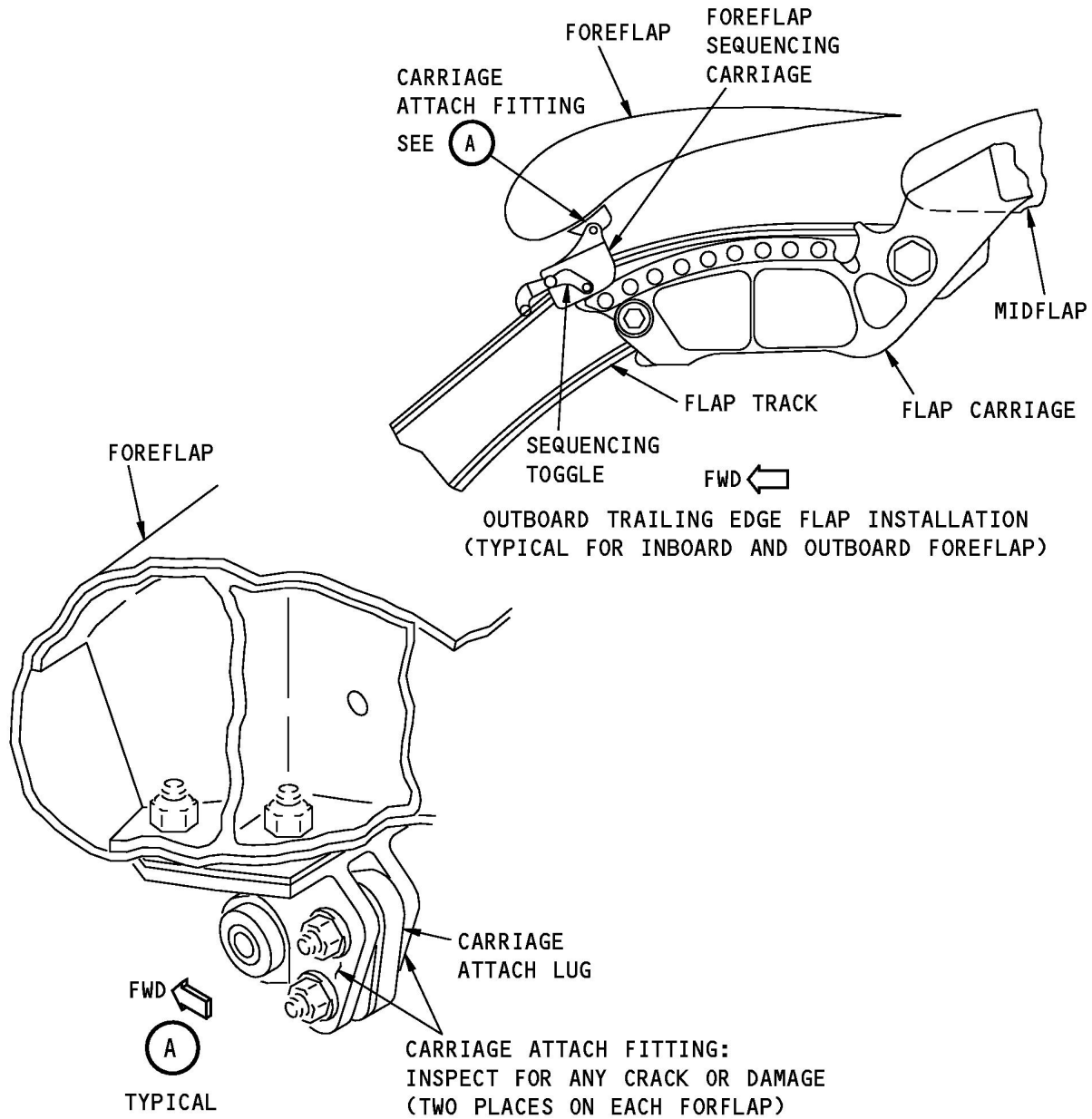
MANPOWER

Refer to Paragraph 1.G., Manpower.

MATERIAL INFORMATION

Boeing Supplied Kits/Parts.

Refer to Paragraph 2.A., Material - Price and Availability.



S63484



ALERT

Number: 727-57A0135
Original Issue: February 07, 1975
Revision 4: September 26, 2012
ATA System: 5742

SUBJECT: ATTACH FITTINGS Flight Control - Foreflap Carriage Attachment Inspection And Adjustment

THIS BULLETIN IS SENT TO THE OPERATORS OF RECORD OF THE AIRPLANES SHOWN IN PARAGRAPH 1.A., EFFECTIVITY. IF AN AIRPLANE HAS BEEN LEASED OR SOLD, SEND THIS SERVICE BULLETIN TO THE NEW OPERATOR. IF APPLICABLE SPARES HAVE BEEN SOLD, SEND THIS SERVICE BULLETIN TO THE NEW OWNER.

1. PLANNING INFORMATION

A. Effectivity

1. Airplanes

Refer to Service Bulletin Index D6-9825 Part 3 for Airplane Variable Number, Line Number, and Serial Number data.

GROUP	CONFIGURATION	DESCRIPTION
1	-	727, 727-100, 100C, 200, 200F, 727C airplanes line numbers 1 thru 1832.

Airplane Models:

727, 727-100, 727-100C, 727-200, 727-200F, 727C

Variable Number	Group
E0001 - E0042	1
E0101 - E0140	1
E0201 - E0216	1
E0301 - E0351	1
E0401 - E0423	1
E3001 - E3006	1
E3011 - E3014	1

BOEING SERVICE BULLETIN 727-57A0135**ALERT****ALERT**

Variable Number	Group
E3021 - E3040	1
E3059	1
E3061 - E3077	1
E3101 - E3103	1
E3111 - E3118	1
E3141 - E3152	1
E3171 - E3177	1
E3201 - E3206	1
E3221 - E3224	1
E3241 - E3290	1
E3341 - E3350	1
E3401 - E3421	1
E3451 - E3452	1
E3471 - E3474	1
E3501 - E3513	1
E3516 - E3523	1
E3551 - E3553	1
E3571 - E3578	1
E3601 - E3604	1
E3621 - E3622	1
E3651 - E3655	1
E3677	1
E3681 - E3684	1
E3701 - E3704	1
E3751 - E3755	1
E3781 - E3784	1
E5001 - E5011	1
E5031 - E5068	1
E5101 - E5116	1
E5141 - E5143	1
E5161 - E5164	1
E5201 - E5203	1
E5221 - E5245	1

BOEING SERVICE BULLETIN 727-57A0135

ALERT

ALERT

Variable Number	Group
E5251 - E5252	1
E5271 - E5281	1
E5301 - E5306	1
E5351 - E5353	1
E5381 - E5382	1
E5401 - E5424	1
E5426 - E5429	1
E5433	1
E5435	1
E5451 - E5455	1
E5481 - E5483	1
E5501 - E5502	1
QA001 - QA046	1
QA051 - QA099	1
QA101 - QA199	1
QA201 - QA225	1
QA301 - QA349	1
QA351 - QA376	1
QA378	1
QA401 - QA499	1
QA501 - QA537	1
QA551 - QA579	1
QA581 - QA585	1
QA601 - QA688	1
QA701 - QA753	1
QA801 - QA805	1
QA851 - QA899	1
QA901 - QA946	1
QA949	1
QB001 - QB002	1
QB031 - QB049	1
QB051 - QB068	1
QB101 - QB110	1

BOEING SERVICE BULLETIN 727-57A0135

ALERT

ALERT

Variable Number	Group
QB114 - QB119	1
QB121 - QB149	1
QB151 - QB158	1
QB201 - QB220	1
QB301 - QB316	1
QB351 - QB352	1
QB401 - QB407	1
QB451 - QB458	1
QB501 - QB575	1
QB601 - QB629	1
QB651	1
QB701 - QB705	1
QB801 - QB810	1
QB901 - QB904	1
QD001 - QD012	1
QD031 - QD046	1
QD085 - QD088	1
QD101 - QD105	1
QD121 - QD127	1
QD141 - QD149	1
QD161 - QD164	1
QD191 - QD192	1
QD201 - QD239	1
QD281 - QD284	1
QD301 - QD305	1
QD321 - QD330	1
QD351	1
QD401 - QD403	1
QD407	1
QD410	1
QD421 - QD427	1
QD441 - QD453	1
QD471 - QD475	1

BOEING SERVICE BULLETIN 727-57A0135

ALERT

ALERT

Variable Number	Group
QD501 - QD518	1
QD551 - QD558	1
QD571 - QD572	1
QD581 - QD583	1
QD601 - QD607	1
QD621 - QD624	1
QD641	1
QD661 - QD663	1
QD681 - QD685	1
QD691 - QD692	1
QD701 - QD702	1
QD711 - QD717	1
QD741	1
QD761 - QD769	1
QD781 - QD782	1
QD791	1
QD801 - QD804	1
QD821 - QD828	1
QD901 - QD910	1
QD931 - QD932	1
QD951 - QD954	1
QD971 - QD973	1
QD991 - QD992	1
QE001 - QE002	1
QL001 - QL008	1
QL031 - QL032	1
QL081	1
QL501 - QL515	1

2. Spares Affected

Examine your spares supply for the parts or components identified below. If any parts or components are found, refer to Accomplishment Instructions paragraph 3.B.2.b. for the recommended action.

Part Number
69-26255-3
69-26255-4
69-26256-1
69-26256-2
69-26257-1
69-26257-2

B. Concurrent Requirements

The service bulletins listed below must be done before or at the same time as this service bulletin:

Company	Service Bulletin	Description
Boeing	727-57-0059 Revision 01.	Outboard Trailing Edge Foreflap Track Guide Block Installation.
Boeing	727-57-0072 Original issue.	Foreflap Track Modification.
Boeing	727-27-0133 Revision 01.	Outboard Trailing Edge Foreflap Rigging and Jackscrew Modification at 40 Degrees Position.

NOTE: The components in the concurrent service bulletins are interchangeable between 727 airplanes. As such, Boeing recommends the inspection of each component, as given in the applicable service bulletin (for all 727 airplanes and spares inventory), to decide if it has been modified.

C. Reason

This service bulletin gives instructions to inspect the carriage attach fittings of the inboard and outboard foreflaps for any crack or damage. Fleet service information and analysis show that repeat inspections or replacement of the carriage attach fittings decrease the risk of partial or complete foreflap loss caused by fatigue. Inspection and adjustment, if necessary, of the gap between the foreflap carriage attach fitting and the carriage lug on the inboard and outboard foreflap assemblies will decrease the possibility of fatigue failure of the carriage attach fittings from excessive clamp-up. The fatigue life of the new replacement fittings increased with the design of thicker flanges, and a material change to Corrosion Resistant Steel. If the work in this service bulletin is not done, breakage of the carriage attach fittings can result in the loss of the foreflap and damage to adjacent structures which could lead to loss of controllability of the airplane during take-off and landing.

Sixteen operators reported twenty-eight failed or damaged outboard foreflaps with the attach fitting of the Foreflap Sequencing Carriage cracked or failed. In the first fourteen instances the foreflap failures were attributed to a flap overextension condition. Service bulletins 727-57-0059, 727-57-0072 and 727-27-0133 were issued to correct this and other related conditions.

A recent failure could not be attributed to the overextension condition. Analysis indicated that the fitting had failed in fatigue. A review of the dimensional tolerances at the carriage attach lug and the carriage attach fitting showed that very high clamp-up stresses are possible under the most adverse tolerance conditions. High clamp-up stresses combined with airloads can cause fatigue cracks.

As a result of the findings, it is suggested that operators inspect, and if necessary, reduce the clamp-up of the attach fitting in addition to correcting foreflap overextension and related condition given in the earlier service bulletins.

Subsequent to release of the original issue of the service bulletin, a review of manufacturing records show that the full intent of the service bulletin was incorporated on a number of Group II airplanes in production. On other Group II airplanes, however, the intent of the service bulletin was accomplished on the inboard foreflap instead of the outboard foreflap or had been accomplished on neither.

It has also been noted that reverse dimensional tolerance at the carriage attach lug and carriage attach fitting could result in interference, as opposed to excessive gap and clamp-up.

Boeing Service Related Problem (SRP) 727-SRP-57-0128 and 727-SRP-57-0243 are related to this service bulletin.

Revision 1 was issued to advise inspection for interference in addition to inspection for clamp-up, to delete a number of Group II airplanes from the effectivity, to transfer a number of airplanes from Group II to Group I, and to advise inspections of the outboard foreflaps instead of the inboard foreflaps on the remaining Group II airplanes.

Revision 2 changed the penetrant inspection to magnetic particle inspection and added an examination of the carriage attach fitting clevis. Revision 2 also added all remaining 727 airplanes to the effectivity because of interchangeability of flaps among airplanes. Because of flap interchangeability, airplanes are no longer in two groups as given in previous issues of this service bulletin.

Revision 3 changed this service bulletin to Alert status. This revision also provides specific inspection intervals for the carriage attach fittings. The added inspections make it easier to find cracks that start at the bore of the upper bolt hole or the forward edge of the lug. High-Frequency Eddy Current (HFEC) Inspections replace the Penetrant Inspection used in Revision 2. As a result of these changes, the layout of the service bulletin is different. That is, Figures 2 and 3 and 4 are added to the Accomplishment Instructions. Figure 2 contains the clearance and/or interference checks, and Figure 3 is the rework of the carriage attach lug. Figure 4 provides installation for the improved fitting for the Outboard Foreflap at WBL 348 since a new bolt type is used than what is shown in the Overhaul Manual for that location. The improved fittings have the same foot print as the existing fittings; however, the clevis lugs are thicker and material is now Corrosion Resistant Steel.

Revision 4 is sent to increase the frequency of the repeat High Frequency Eddy Current (HFEC) inspection of production outboard foreflap carriage attach fittings, make compulsory the installation of the improved outboard foreflap carriage attach fittings, make incorporation of the concurrent service bulletins compulsory, add a general visual inspection and functionality check of the outboard foreflap and to require repeat inspections of the improved outboard foreflap carriage attach fittings.

Since the release of Revision 2, Boeing received 5 reports of foreflap loss from 3 operators. In early revisions of this service bulletin, the total number of reports included all occurrences related to foreflap overextension and the carriage attach fitting. This service bulletin is only applicable to the carriage attach fitting. The service bulletins given in Paragraph 1.B., Concurrent Requirements, are applicable to foreflap also.

Since the release of Revision 3, one operator has reported that during a scheduled inspection per Federal Aviation Administration (FAA) Airworthiness Directive AD 2005-14-07, both inboard and outboard Foreflap Carriage Fittings were found broken. The event occurred at 47,125 Flight Cycles. Metallurgical analysis determined that the cause of the broken fittings is a suspected static overload condition.

D. Description

Revision 4 - More work is necessary on the airplanes changed in accordance with Revision 3 of this service bulletin. For the outboard foreflap, replace the production carriage attach fittings with the new improved carriage attach fittings at the time given in Paragraph 1.E., Compliance . Continue to inspect the carriage attach fittings at the interval given in Paragraph 1.E., Compliance .

Revision 3 - more work is necessary on airplanes changed by Revision 2 because there are more frequent inspections of the carriage attach fitting.

Revision 2 - more work was necessary on airplanes changed as shown in Revision 1 or the original release of this service bulletin because of flap interchangeability among airplanes. Revision 2 recommended the inspection of the inboard and outboard foreflaps on all 727 airplanes.

Do a detailed and High Frequency Eddy Current (HFEC) inspection of the foreflap carriage attach fittings for any crack or damage. If any crack or damage is found, replace the carriage attach fitting. If no crack or damage is found, do the repeat inspections at the interval given in Paragraph 1.E., Compliance .

Incorporate the service bulletins listed in Paragraph 1.B., Concurrent Requirements .

- For the inboard foreflap, installation of the improved carriage attach fittings and incorporation of the service bulletins listed in Paragraph 1.B., Concurrent Requirements terminates the repeat inspections.
- For the outboard foreflap, installation of the improved carriage attach fittings and incorporation of the service bulletins listed in Paragraph 1.B., Concurrent Requirements decreases the frequency of the repeat inspections.

Do a one-time clearance/interference check of the carriage attach fitting. Shim if required. If interference is found, rework the carriage attach lug.

On airplanes with the production carriage attach fitting, replace the production carriage attach fittings with the improved carriage attach fittings and incorporate the service bulletins listed in Paragraph 1.B., Concurrent Requirements. For the outboard foreflap the installation of the improved carriage attach fittings and the incorporation of the service bulletins listed in Paragraph 1.B., Concurrent Requirements, is not a terminating action.

For the outboard foreflap, do general visual inspections and functionality check of the outboard foreflap installation for damage and incorrect operation.

The work in this service bulletin is done in the maintenance zone(s) given below.

Affected Maintenance Zones	
Model	Zone
727, 727-100, 727-100C, 727-200, 727-200F, 727C	5-82, 5-84, 6-85, 6-87

E. Compliance

Federal Aviation Administration (FAA) Airworthiness Directive AD 2005-14-07 is related to this service bulletin.

Boeing recommends that you do the inspection in Figure 1 within 1,000 flight cycles after the Revision 3 date of this service bulletin or within 6 months from the Revision 4 date of this service bulletin, whichever occurs first. If any crack or damage is found in the carriage attach fitting, replace the carriage attach fitting in accordance with Accomplishment Instructions paragraph 3.B.2.b. before further flight.

Boeing also recommends that you do the one-time check in Figure 2 and the service bulletins listed in Paragraph 1.B., Concurrent Requirements within 3,500 flight cycles after the Revision 3 date of this service bulletin.

For the inboard foreflap, continue to do the inspections in accordance with Figure 1 at intervals not to exceed 1,000 flight cycles. If any crack or damage is found in the carriage attach fitting, replace the carriage attach fitting in accordance with Accomplishment Instructions paragraph 3.B.2.b. before further flight. Do the repeat inspections until the carriage attach fitting is replaced as provided below:

- If a new carriage attach fitting, of the old configuration, from Boeing Spares is installed (never been in service), as provided in Revision 3 and subsequent revisions of this service bulletin, and the service bulletins listed in Paragraph 1.B., Concurrent Requirements are incorporated, inspect the carriage attach fitting again in accordance with Figure 1 within 10,000 flight cycles. Thereafter, continue to do the inspections in accordance with Figure 1 at intervals not to exceed 1,000 flight cycles.
- When an improved carriage attach fitting is installed, in accordance with Revision 3 and subsequent revisions of this service bulletin, and the service bulletins listed in Paragraph 1.B., Concurrent Requirements are incorporated, no more inspections of the inboard foreflap carriage attach fittings by this service bulletin are necessary.

For the outboard foreflap, continue to do the inspections in accordance with Figure 1 at intervals not to exceed 200 flight cycles, until the carriage attach fitting is replaced as provided below:

- On airplanes with the production carriage attach fitting, replace the production carriage attach fitting with an improved carriage attach fitting in accordance with Accomplishment Instructions paragraph 3.B.2.b. and incorporate the service bulletins listed in Paragraph 1.B., Concurrent Requirements, within 3,000 flight cycles or three years after the Revision 4 date of this service bulletin, whichever comes first.
- If a new carriage attach fitting, of the old configuration, from Boeing Spares is installed (never been in service), in accordance with Revision 3 and subsequent revisions of this service bulletin, and the service bulletins listed in Paragraph 1.B., Concurrent Requirements are incorporated, inspect the carriage attach fitting again in accordance with Figure 1 within 1,000 flight cycles after the Revision 4 date of this service bulletin. Thereafter continue to do the inspections in accordance with Figure 1 at intervals not to exceed 200 flight cycles. Replace the carriage attach fitting with an improved carriage attach fitting in accordance with Accomplishment Instructions paragraph 3.B.2.b. and incorporate the service bulletins listed in Paragraph 1.B., Concurrent Requirements, within 3,000 flight cycles or three years after the Revision 4 date of this service bulletin, whichever comes first.
- When an improved carriage attach fitting is installed, as provided in Revision 3 and subsequent revisions of this service bulletin, inspect the carriage attach fitting in accordance with Figure 1 within 20,000 flight cycles after installation of the improved carriage attach fitting. Thereafter continue to do the inspections in accordance with Figure 1 at intervals not to exceed 1,400 flight cycles. Note that installation of the improved carriage attach fittings on the outboard flap and the incorporation of the service bulletins in Paragraph 1.B., Concurrent Requirements, is not terminating action.
- If any crack or damage is found in the carriage attach fitting when doing a repeat inspection, replace the carriage attach fitting in accordance with Accomplishment Instructions paragraph 3.B.2.b. before further flight.

If a component in Boeing Service Bulletin 727-57-0059, 727-57-0072 or 727-27-0133 is removed from the airplane and replaced with a different component (new or overhauled), make sure it agrees with the approved conditions in that applicable service bulletin.

NOTE: An improved carriage attach fitting is specified by the part numbers given in Paragraph 2.C., Parts Necessary for Each Airplane.

For the outboard foreflap only, do a general visual inspection and functionality check of the outboard foreflap installation for damage and incorrect operation in accordance with Accomplishment Instructions paragraph 3.B.4. within 200 flight cycles or 6 months after the Revision 4 date of this service bulletin, whichever occurs first. If any damage or incorrect operation is found, replace the sequence carriage slider and/or sidewall rubstrips in accordance with Accomplishment Instructions paragraph 3.B.4.a. Repeat the general visual inspection and functionality check at intervals not to exceed 500 flight cycles.

F. Approval

This service bulletin was examined by the Federal Aviation Administration (FAA). The changes specified in this service bulletin comply with the applicable regulations and are FAA approved, as well as European Aviation Safety Agency (EASA)/Joint Aviation Authorities (JAA) approved for all EASA/JAA approved airplanes listed in the service bulletin effectivity. This service bulletin and its approval were based on the airplane in its original Boeing delivery configuration or as modified by other approved Boeing changes.

The Manager of the FAA Seattle Aircraft Certification Office approves the inspections, repair/modification and replacement of the foreflap carriage attachment fittings, defined in SB 727-57A0135, Revision 4, as an alternative method of compliance to the inspections, repair/modification and replacement of the foreflap carriage attachment fittings, defined in SB 727-57A0135, Revision 3, dated June 27, 2002, and required by paragraphs (f), (g), (h), (i), (n) and (o) of AD 2005-14-07. When this service bulletin specifies contacting Boeing for repair instructions, the repair instructions must be approved by the FAA in accordance with paragraph (i) of the AD. All provisions of AD 2005-14-07 that are not specifically referenced in the above statement remain fully applicable and must be complied with accordingly.

If an airplane has a non-Boeing modification or repair that affects a component or system also affected by this service bulletin, the operator is responsible for obtaining appropriate regulatory agency approval before incorporating this service bulletin.

G. Manpower

The table below shows an estimate of the task hours necessary to do this for each airplane. This estimate is for direct labor only, done by an experienced crew. Adjust the estimate with operator task hour data if necessary. The estimate does not include lost time. These are some examples of lost time:

- Time to adjust to the workplace
- Time to schedule the work
- Time to inspect the work
- Time to cure the materials
- Time to make the parts
- Time to find the tools.

NOTE: This estimate does not include the man-hour data for work done in service bulletins 727-57-0059, 727-57-0072 or 727-27-0133.

Task	Number of Persons	Task Hours	Elapsed Hours
Open Access	1	0.50	0.50
Visual / HFEC Inspection	2	4.00	2.00 (a)
Fitting Replacement	1	0.75	0.75 (b)
Fit / Trim	2	2.00	1.00 (c)
Close Access	1	0.50	0.50
General Visual Inspection and Functionality Check	1	1.00	1.00
Test (operational)	2	1.00	0.50
TOTAL FOR EACH AIRPLANE		9.75	6.75
(a) All fittings.			
(b) Each Fitting.			
(c) Each foreflap.			

H. Weight and Balance Changes

None.

I. Electrical Load Data

Not applicable.

J. References

1. Existing Data:
 - a. Engineering Change Memo PRR 23907, PRR 24826-R.
 - b. Boeing Service Bulletin 727-27-0133, 727-57-0059, 727-57-0072.
 - c. Boeing Service Related Problem (SRP) 727-SRP-57-0128, 727-SRP-57-0243 .
 - d. Federal Aviation Administration (FAA) Airworthiness Directive (AD) 2005-14-07.
 - e. Overhaul Manual (OHM) 57-52-01, 57-52-11.
 - f. Service Bulletin Index D6-9825.
 - g. Standard Overhaul Practices Manual (SOPM) 20-10-02, 20-10-03, 20-20-01, 20-30-03, 20-41-02, 20-42-10.
 - h. 727 Aircraft Maintenance Manual (AMM) 727 AMM 27-51-00, 27-51-04, 27-51-14.
 - i. 727 Non-Destructive Testing (NDT) Manual Part 6, 51-00-00, Figure 2 and Part 6, 57-40-27, Figure 3.

2. Data Supplied with this Service Bulletin:

None.

3. Installation Drawings Used in the Preparation of this Service Bulletin:

Drawing Number	Title
65-21631, Sht 4	Fore Flap - Outboard Flap, Assy of

The table above lists applicable drawings used to prepare this service bulletin. The drawings are not necessary to make the specified changes, and are not supplied with this service bulletin. The drawings may not be applicable to all airplane configurations or operators.

K. Publications Affected

1. Publications:

Publication	Chapter-Section
727 Operations Manual	57-52
727 Illustrated Parts Catalog	57-53
727 Component Maintenance Manual	57-52

2. Damage Tolerance Based Structural Inspections:

Boeing has evaluated the repairs and/or changes in this service bulletin for effects on Fatigue Critical Structure (FCS) and for changes to Damage Tolerance Inspections (DTI) required in the Maintenance Program. This service bulletin affects FCS and new DTI requirements for the structure affected are contained in Paragraph 1.E., Compliance of this service bulletin.

L. Interchangeability and Intermixability of Parts

Refer to Paragraph 2.C., Parts Necessary for Each Airplane, for interchangeability and intermixability information.

M. Software Accomplishment Summary

Not affected.

2. MATERIAL INFORMATION**A. Material - Price and Availability**

The operator can supply the parts and materials shown in Paragraph 2.C., Parts Necessary for Each Airplane and Paragraph 2.D., Parts Necessary to Change Spares. As an alternative, operators can purchase the parts from Boeing Spares. This service bulletin does not show the Boeing price and supply data.

B. Industry Support Information

Boeing warranty remedies are not available for the configuration changes, inspection, and/or repair procedures given in this service bulletin.

C. Parts Necessary for Each Airplane

1. Kits/Parts

To get the parts shown below, refer to Paragraph 2.A., Material - Price and Availability.

QTY	Part Number	Name
As Necessary	BACS40R007U015 (or equivalent)	Shim Laminated
1	69-26255-5 Left Wing	Outboard Foreflap Carriage Attach Fitting - WBL 348
1	69-26255-6 Right Wing, opposite	Outboard Foreflap Carriage Attach Fitting - WBL 348
1	69-26256-3 Left Wing	Outboard Foreflap Carriage Attach Fitting - WBL 442
1	69-26256-4 Right Wing, opposite	Outboard Foreflap Carriage Attach Fitting - WBL 442
2	69-26257-3 Left Wing	Inboard Foreflap Carriage Attach Fitting - WBL 124 & 224
2	69-26257-4 Right Wing, opposite	Inboard Foreflap Carriage Attach Fitting - WBL 124 & 224
2	BACB30VF4K6	Bolt for Outboard fitting - WBL 348 (Figure 4)
4	BACB30ZB4-8	Bolt - Lug/Clevis
4	BACB30ZB5-8	Bolt - Lug/Clevis
8	BACB30ZB4-8	Bolt - Lug/Clevis

BOEING SERVICE BULLETIN 727-57A0135

ALERT

ALERT

2. Parts and Materials Supplied by the Operator

Part Number / Specification	QTY	Name	Notes
BACS40R007U015 (or equivalent)	As Necessary	Shim laminated	-
BMS 10-11, Type 1	As Necessary	Primer	-
BMS 10-11, Type 2	As Necessary	Gray Enamel	-

3. Parts Modified and Reidentified

Existing Part Number	QTY	Name	New Part Number	Notes
69-26255-3	1	Outboard Foreflap, Carriage Fitting, Left Wing (BL348)	69-26255-5	(a) (b) (c)
69-26255-4	1	Outboard Foreflap, Carriage Fitting, Right Wing (BL348)	69-26255-6	(a) (b) (c)
69-26256-1	1	Outboard Foreflap, Carriage Fitting, Left Wing (BL442)	69-26256-3	(a) (b) (c)
69-26256-2	1	Outboard Foreflap, Carriage Fitting, Right Wing (BL442)	69-26256-4	(a) (b) (c)
69-26257-1	2	Inboard Foreflap, Carriage Fitting, Left Wing (BL 124 & 224)	69-26257-3	(a) (b) (c)
69-26257-2	2	Inboard Foreflap, Carriage Fitting, Right Wing (BL 124 & 224)	69-26257-4	(a) (b) (c)
(a) Discard the existing part (after hole transfer location is made to the new part).				
(b) This is the part number for the new equivalent or replacement part. To get a new part, use this part number in your order.				
(c) Do not use the existing part to replace the new or changed part.				

4. Parts Removed and Not Replaced

None.

D. Parts Necessary to Change Spares

To get the parts shown below, refer to Paragraph 2.A., Material - Price and Availability.

BOEING SERVICE BULLETIN 727-57A0135

ALERT

ALERT

QTY	Part Number	Name
As Necessary	BACS40R007U015 (or equivalent)	Shim Laminated
1	69-26255-5 Left Wing	Outboard Foreflap Carriage Attach Fitting - WBL 348
1	69-26255-6 Right Wing, opposite	Outboard Foreflap Carriage Attach Fitting - WBL 348
1	69-26256-3 Left Wing	Outboard Foreflap Carriage Attach Fitting - WBL 442
1	69-26256-4 Right Wing, opposite	Outboard Foreflap Carriage Attach Fitting - WBL 442
2	69-26257-3 Left Wing	Inboard Foreflap Carriage Attach Fitting - WBL 124 & 224
2	69-26257-4 Right Wing, opposite	Inboard Foreflap Carriage Attach Fitting - WBL 124 & 224
2	BACB30VF4K6	Bolt for Outboard fitting - WBL 348 (Figure 4)
4	BACB30ZB4-8	Bolt - Lug/Clevis
4	BACB30ZB5-8	Bolt - Lug/Clevis
8	BACB30ZB4-8	Bolt - Lug/Clevis

E. Special Tooling - Price and Availability

None.

F. Special Tooling Necessary to do this Service Bulletin

No special tools or equipment are necessary to do the change in this service bulletin. But, maintenance and overhaul tools in the manuals given in Paragraph 1.J., References, can be necessary. Examine operator tool supply to make sure all necessary tools are available.

BLANK PAGE

3. ACCOMPLISHMENT INSTRUCTIONS

A. GENERAL INFORMATION

CAUTION: KEEP THE WORK AREA, WIRES AND ELECTRICAL BUNDLES CLEAN OF METAL PARTICLES OR CONTAMINATION WHEN YOU USE TOOLS. UNWANTED MATERIAL, METAL PARTICLES OR CONTAMINATION CAUGHT IN WIRE BUNDLES CAN CAUSE DAMAGE TO THE BUNDLES. DAMAGED WIRE BUNDLES CAN CAUSE SPARKS OR OTHER ELECTRICAL DAMAGE.

- NOTE:**
1. Manual titles are referred to by acronyms. Refer to Paragraph 1.J., References , for definition of the acronyms.
 2. Obey all of the warnings and cautions given in the specified manual sections.
 3. Unless shown differently, these dimensions and tolerances are used:
 - Torque limits to tighten nuts and bolts are in SRM Chapter 51.
 4. Use the approved fastener and process material substitutions in accordance with SRM Chapter 51.
 5. If the length of any fastener specified in this service bulletin does not meet installation standards given in SRM Chapter 51, then a fastener of the same specification, or an approved substitute, with a length which meets the installation standards given in SRM Chapter 51 may be used. In addition, washers may be installed for fastener grip length in accordance with SRM Chapter 51.
 6. A Detailed Inspection is defined as: An intensive examination of a specific item, 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. Inspection aids such as mirrors, magnifying lenses, etc. may be necessary. Surface cleaning and elaborate procedures may be required.
 7. A General Visual Inspection is defined as: A visual examination of an interior or exterior area, installation or assembly to detect obvious damage, failure or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to enhance visual access to all exposed surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight or drop-light and may require removal or opening of access panels or doors. Stands, ladders or platforms may be required to gain proximity to the area being checked.
 8. These work instructions refer to procedures included in other Boeing documents. When the words "refer to" are used and the operator has an accepted alternative procedure, the accepted alternative procedure can be used. When the words "in accordance with" are included in the instruction, the procedure in the Boeing document must be used.
 9. Boeing Service Letter 727-SL-51-041, Damage Reporting and Repair Plan/Design Guidelines, is an acceptable procedure to request information from Boeing for additional structural repair instructions. The Service Letter describes what information must be provided to Boeing before a structural repair can be provided.

10. If it is necessary to remove more parts for access, you can remove those parts. If you can get access without removing identified parts, it is not necessary to remove all of the identified parts. Jacking and shoring limitations must be observed.
11. Where the work instructions include installation of a kept part, a new or serviceable part with the same part number can be installed as an alternative to the kept part.
12. This service bulletin includes functional test procedures for the systems changed by this service bulletin. More functional tests can possibly be necessary in accordance with standard maintenance practices because of interruption to other airplane systems.

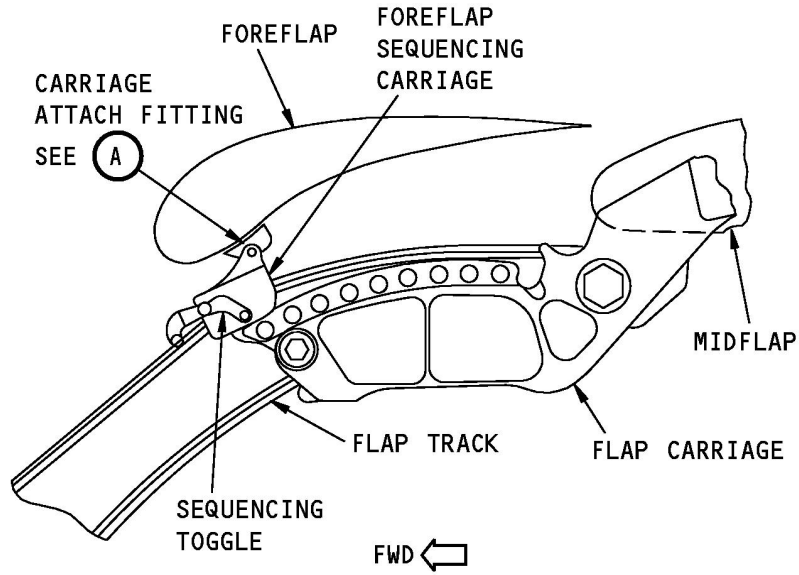
B. WORK INSTRUCTIONS

1. Provide system A hydraulic power (reference 727 AMM 27-51-00) and extend the inboard and outboard trailing edge flaps. Then, remove system A hydraulic power. Refer to 727 AMM 27-51-00 as an accepted procedure. At the P6 circuit breaker panel, OPEN the FLAP breaker and place a "Do-Not-Disturb" placard at this breaker. Support the Foreflap in its extended position.
2. Inspect the two carriage attach fittings on the inboard and outboard Foreflaps, of each wing, in accordance with Figure 1.
 - a. If no cracking is found, continue on with Paragraph 3 (note compliance time for this requirement).
 - b. If any crack is found, remove the carriage attach fitting from the Foreflap. The Foreflap Sequencing Carriage will first have to be removed. Refer to 727 AMM 27-51-04 (Inboard Flap) and 727 AMM 27-51-14 (Outboard Flap) as an accepted procedure for carriage removal. Then remove the carriage attach fitting. Refer to OHM 57-52-11 (Outboard T.E. Flap) and OHM 57-52-01 (Inboard T.E. Flap) as an accepted procedure. Transfer the mounting holes from the removed carriage attach fitting to its replacement carriage attach fitting (The fittings are unique to their location.).
 - (1) If you install an existing part number carriage attach fitting on the inboard and/or outboard Foreflaps, refer to OHM 57-52-11 (Outboard T.E. Flap) and OHM 57-52-01 (Inboard T.E. Flap) as an accepted procedure for installation. Refer to Paragraph 1.E., Compliance for continued inspections of the old fitting until the improved fitting is installed on the Foreflap.
 - (2) If you install an improved carriage attach fitting (reference Existing Parts Accountability), install as follows:
 - (a) For the two locations on the inboard (WBL 124 / WBL 224) Foreflap, refer to OHM 57-52-01 (Inboard T.E. Flap) as an accepted procedure for installation. When attaching the carriage lug to the improved fitting, remember that due to the increase flange thicknesses of the clevis, install a longer bolt when you attach the lug to the clevis as follows:
 - Upper clevis hole: NAS1104-8 or BACB30ZB4-8.
 - Lower clevis hole: NAS1105-8 or BACB30ZB5-8.

- (b) For the WBL 442 outboard location on the outboard Foreflap, refer to OHM 57-52-11 (Outboard T.E. Flap) as an accepted procedure for installation. When attaching the carriage lug to the improved fitting, remember that due to the increase flange thicknesses of the clevis, install a longer bolt when you attach the lug to the clevis. Use bolt NAS1104-8 or BACB30ZB4-8 at the upper and lower clevis hole locations.
- (c) For the WBL 348 (most inboard) location on the outboard Foreflap, refer to OHM 57-52-11 (Outboard T.E. Flap) as an accepted procedure for installation, except for one bolt location (aft outboard) install in accordance with Figure 4.

When attaching the carriage lug to the improved fitting, remember that due to the increase flange thicknesses of the clevis, install a longer bolt when you attach the lug to the clevis. Use bolt NAS1104-8 or BACB30ZB4-8 at the upper and lower clevis hole locations.

- c. Reinstall the Foreflap Sequencing Carriage. Refer to 727 AMM 27-51-04 (Inboard Flap) and 727 AMM 27-51-14 (Outboard Flap) as an accepted procedure. Then continue on with Paragraph 3.
3. Measure the distance between the carriage attach fitting and the carriage lug fitting in accordance with Figure 2.
 - a. If the clearance is between 0.000 inch and 0.003 inch, no more work is necessary. Install the bolt.
 - b. If the clearance is more than 0.003 inch, add a shim. Install BACS40R007U015. Remove laminations, as necessary. Apply 2 layers of Primer (BMS 10-11, Type 1) and 1 layer of Enamel (BMS 10-11, Type 2). Refer to SOPM 20-41-02 as an accepted procedure.
 - c. If interference is found, rework the carriage attach lug in accordance with Figure 3.
 4. For the outboard foreflap only, do a general visual inspection and functionality check of the outboard foreflap installation for damage and incorrect operation. Refer to 727 AMM 27-51-14 as an accepted procedure.
 - a. If any damage or incorrect operation is found, replace the sequence carriage slider and/or sidewall rubstrips as required. Refer to 727 AMM 27-51-14 as an accepted procedure.
 - b. If no damage is found and the flap operates correctly, repeat the general visual inspection and functionality check of the flap system at the interval given in Paragraph 1.E., Compliance.
 5. Put the airplane back to a condition that is approved for service.



OUTBOARD TRAILING EDGE FLAP INSTALLATION (TYPICAL FOR INBOARD AND OUTBOARD FOREFLAP)

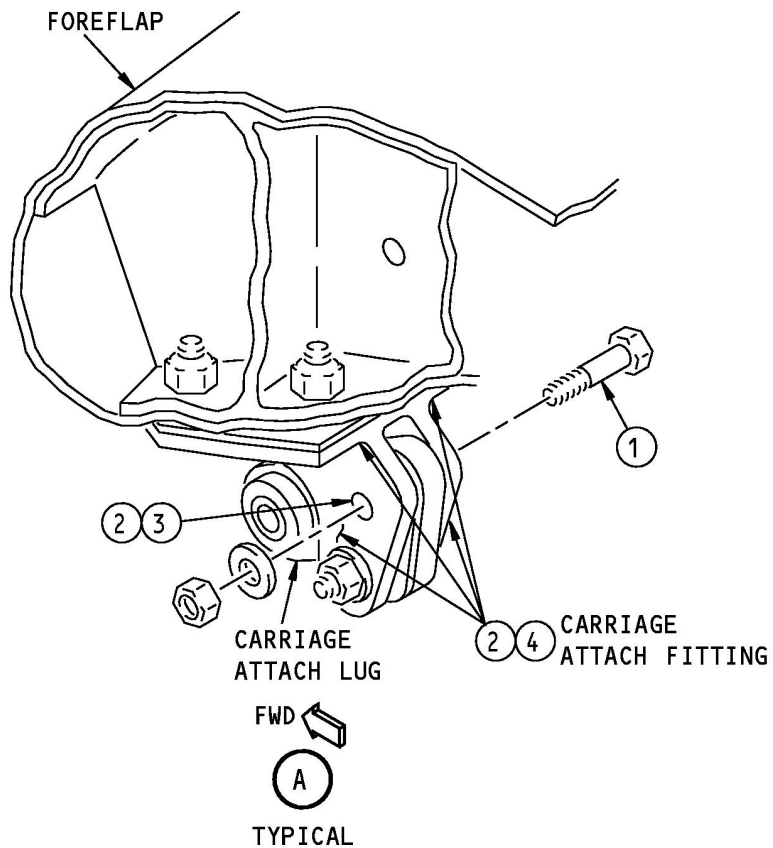


FIGURE 1: INSPECTION (SHEET 1 OF 2)

BOEING SERVICE BULLETIN 727-57A0135

ALERT

ALERT

The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the numbers of parts necessary for one fitting.

STEP	TASK	NAME	PROCEDURE	NOTES
1	Remove / Keep	Bolt, Washer, Nut	-	Keep the parts to use again if they are in an approved condition for service.
2	Inspect	Hole, Base Radius, Lug Face, forward edge	Detailed Inspection	Look for any crack or surface deviation on all edges, surfaces and holes. (a)
3	Inspect	Hole	High Frequency Eddy Current	Look for any crack in accordance with 727 NDT Part 6, 51-00-00, Figure 2.
4	Inspect	Hole, Base Radius, Lug Face, forward edge	High Frequency Eddy Current	Look for any crack in accordance with 727 NDT Part 6, 57-40-27, Figure 3.
If there is no crack, reinstall the bolt, washer and nut.				
(a) Nicks, scratches or dents are NOT permitted on the forward surface or in the hole. If found, replace the fitting. The lug surface finish must be 125 microinches or better.				

**FIGURE 1: INSPECTION
(SHEET 2 OF 2)**

Original Issue: February 07, 1975
Revision 4 September 26, 2012

Export Controlled ECCN: 9E991 - BOEING
PROPRIETARY - Copyright © Unpublished
Work - See page 1 for details.

727-57A0135
31 of 37

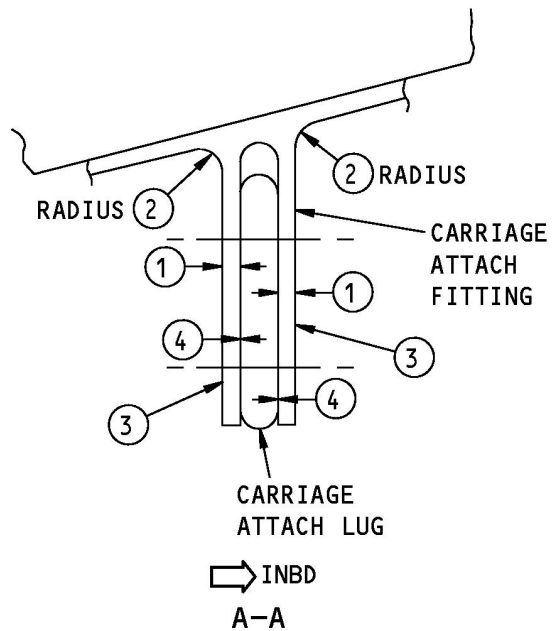
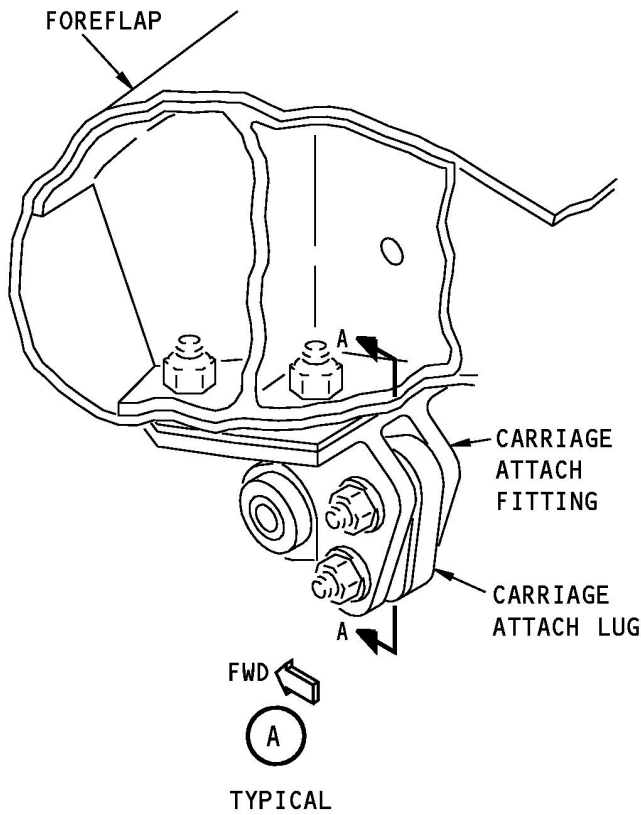
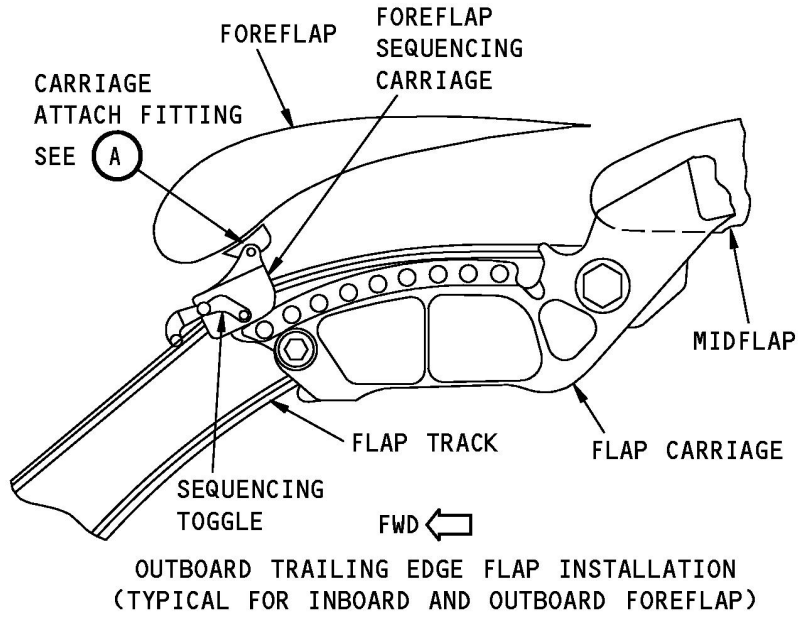


FIGURE 2: CHECK FOR CLEARANCE / INTERFERENCE (SHEET 1 OF 2)

BOEING SERVICE BULLETIN 727-57A0135

ALERT

ALERT

The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the numbers of parts necessary for one fitting.

STEP	TASK	NAME	PART NUMBER	QTY	NOTES
1	Measure / Record	Distance	-	2	Minimum permitted thickness is 0.09 inch for existing fitting (non-improved fitting) configuration.
2	Measure / Record	Radius	-	2	Minimum permitted radius is 0.09 inch for existing fitting (non-improved fitting) configuration.
3	Inspect / Record	Surface Finish	-	-	Maximum permitted finish is 125 micro inches. (a)
4	Inspect	Clearance /	-	-	Between the attach fitting clevis and the carriage attach lug. (b)
	Measure / Record	Interference	-	-	
(a) Surface deformations, scratches and dents only can be blended out at a 10:1 taper ratio, and reworked. Refer to OHM 57-52-11 (Outboard T.E. Flap) and OHM 57-52-01 (Inboard T.E. Flap) as an accepted procedure. The minimum thickness after rework of the old configuration fitting is 0.090 inch. NOTE: Contact Boeing if rework of the improved fitting is required.					
(b) Minimum thickness of carriage attach lug is 0.14 inch.					

**FIGURE 2: CHECK FOR CLEARANCE / INTERFERENCE
(SHEET 2 OF 2)**

Original Issue: February 07, 1975
Revision 4 September 26, 2012

Export Controlled ECCN: 9E991 - BOEING
PROPRIETARY - Copyright © Unpublished
Work - See page 1 for details.

727-57A0135
33 of 37

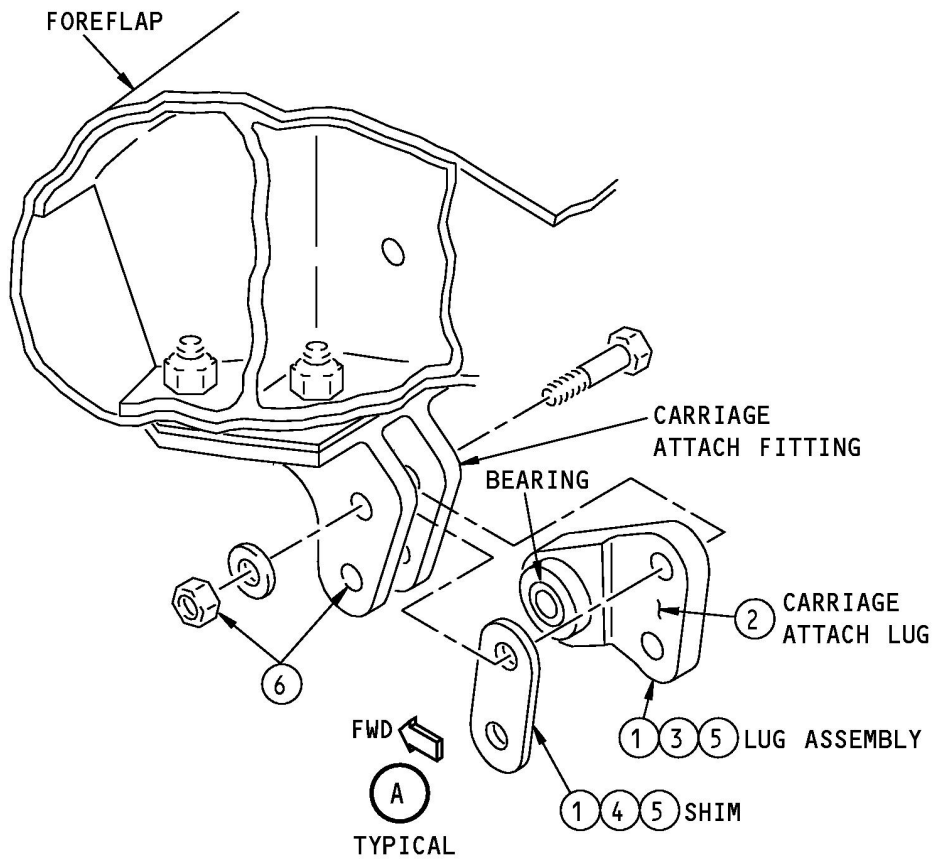
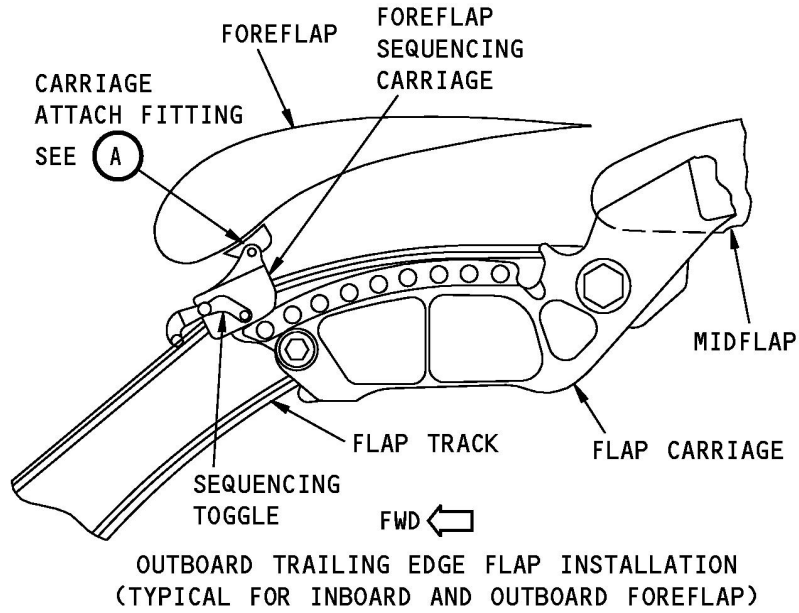


FIGURE 3: REWORK OF LUG ASSEMBLY (SHEET 1 OF 3)

BOEING SERVICE BULLETIN 727-57A0135

ALERT

ALERT

The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the numbers of parts necessary for one fitting.

STEP	TASK	NAME	PART NUMBER	QTY	NOTES
1	Remove / Keep	Lug Assembly	-	-	In accordance with OHM 57-52-11 (Outboard T.E. Flap) and OHM 57-52-01 (Inboard T.E. Flap). (a)
	Remove / Keep	Shim	-	-	
2	Clean	Lug face	-	-	In accordance with SOPM 20-30-03.
	Sand or Grind		-	-	As necessary for a maximum clearance of 0.003 inch. Hold a surface finish of 125 micro inches or better in accordance with SOPM 20-10-02 and SOPM 20-10-03. (b)
	Inspect	Lug face	-	-	Magnetic Particle Inspection in accordance with SOPM 20-20-01.
	Flap Peen	Lug face	-	-	In accordance with SOPM 20-10-03.
	Apply	Cadmium Plate, Stylus	-	-	To the lug face in accordance with SOPM 20-42-10.
	Inspect	Lug face	-	-	Magnetic Particle Inspection in accordance with SOPM 20-20-01.
	Apply	Primer	BMS 10-11, Type 1	-	One layer of each on the lug face in accordance with SOPM 20-41-02.
	Apply	Enamel	BMS 10-11, Type 2	-	
3	Put / Hold / Align	Lug Assembly	69-26258 (d) -or- 69-30160 (c)	1	In accordance with OHM 57-52-11 (Outboard T.E. Flap) and OHM 57-52-01 (Inboard T.E. Flap) for correct fasteners.
4	Put / Hold / Align	Shim	BACS40R007U015	1	Locate to match the carriage lug.
	Drill / Deburr			2	Match holes in shim to the carriage lug.

**FIGURE 3: REWORK OF LUG ASSEMBLY
(SHEET 2 OF 3)**

Original Issue: February 07, 1975
Revision 4 September 26, 2012

Export Controlled ECCN: 9E991 - BOEING
PROPRIETARY - Copyright © Unpublished
Work - See page 1 for details.

727-57A0135
35 of 37

BOEING SERVICE BULLETIN 727-57A0135

ALERT

ALERT

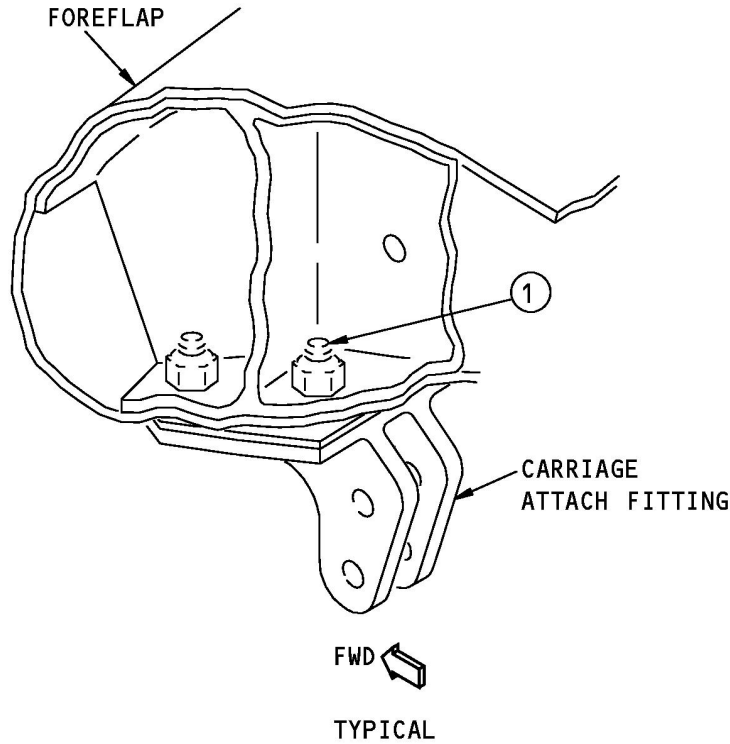
STEP	TASK	NAME	PART NUMBER	QTY	NOTES
5	Install / Kept	Lug Assembly	-	1	In accordance with OHM 57-52-11 (Outboard T.E. Flap) and OHM 57-52-01 (Inboard T.E. Flap). Shim equally both lug faces where material was removed, if necessary. 0.003 inch maximum gap prior to torquing.
	Install / Kept	Shim	-	1	
6	Install / Kept	Bolt	-	2	In accordance with OHM 57-52-11 (Outboard T.E. Flap) and OHM 57-52-01 (Inboard T.E. Flap).
	Install / Kept	Washer	-	2	
	Install / Kept	Nut	-	2	
(a) The Lug Assembly includes the carriage attach lug and the bearing. Do not remove the bearing. Use the parts again if they are in an approved condition for service.					
(b) Minimum lug thickness is 0.14 inch.					
(c) Inboard Flap.					
(d) Outboard Flap.					

**FIGURE 3: REWORK OF LUG ASSEMBLY
(SHEET 3 OF 3)**

Original Issue: February 07, 1975
Revision 4 September 26, 2012

Export Controlled ECCN: 9E991 - BOEING
PROPRIETARY - Copyright © Unpublished
Work - See page 1 for details.

727-57A0135
36 of 37



The step numbers shown below agree with the numbers shown in the circle symbols in the figure. The QTY numbers shown below are the numbers of parts necessary for one fitting.

STEP	TASK	NAME	PART NUMBER	QTY	NOTES
1	Install	Bolt	BACB30VF4K6	1	Aft outboard location for improved fitting only. Hole is 0.250 - 0.254 inches dia. Counter Sink is 100 deg. X -.360-0.370 inch diameter..
For installation of all other mounting holes and fasteners refer to OHM 57-52-11 as an accepted procedure.					

V74415

FIGURE 4: CARRIAGE FITTING INSTALLATION FOR OUTBOARD FORE FLAP WBL 348 - DEVIATION FROM OVERHAUL MANUAL (SHEET 1 OF 1)

Original Issue: February 07, 1975
 Revision 4 September 26, 2012

Export Controlled ECCN: 9E991 - BOEING
 PROPRIETARY - Copyright © Unpublished
 Work - See page 1 for details.

727-57A0135
 37 of 37