

<b>TITLE</b>	Pegasus Quantum Front Strut Top Channel
<b>CLASSIFICATION</b>	The CAA have classified this bulletin as mandatory.
<b>COMPLIANCE</b>	Inspection before further flight.
<b>APPLICABILITY</b>	All Pegasus Quantum and Quasar aircraft.

**INTRODUCTION -**  
It has come to our attention that the Quantum and Quasar front strut assembly can be miss-rigged, with the top channel fitted upside down (see fig 1). If the aircraft is operated in this condition, there is a significant risk of the channel being damaged and failing. Failure of the front strut channel applies a large rearwards bending moment to the main pylon, causing it to distort or possibly to fail.

**INVESTIGATION-**  
If the top channel is fitted upside down, it is subject to a levering action, causing it to distort and possibly fail. The problem is made worse because the front strut assembly is shortened, introducing an increased tensile preload.  
Fig 2 shows the correct orientation.

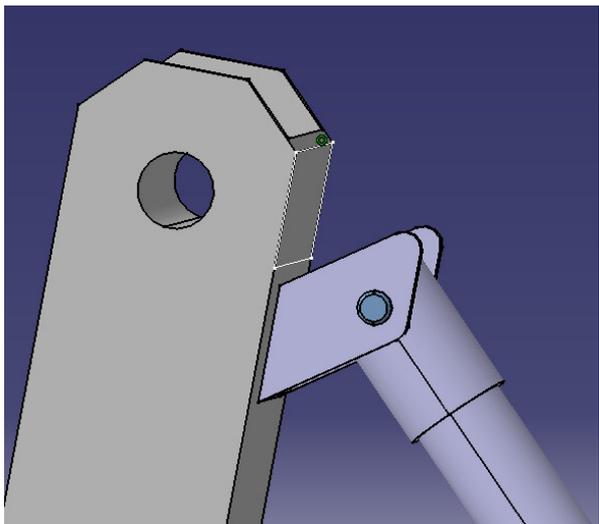


Fig 1 Front strut channel connected **WRONGLY.**

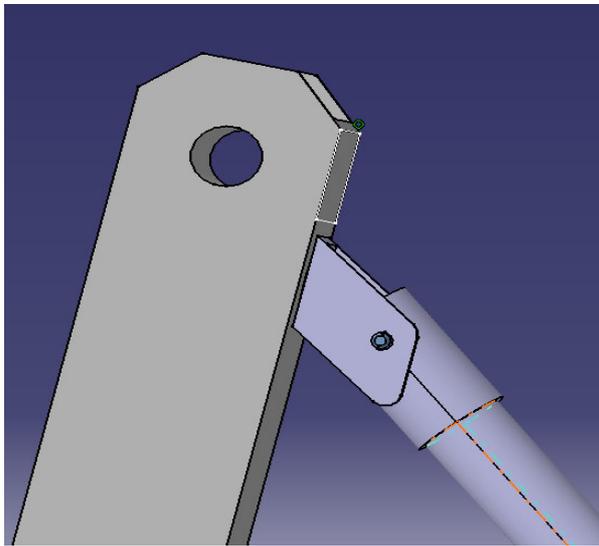


Fig 2 front strut channel connected **CORRECTLY.**

**ACTION –**

- 1) Before further flight, inspect the channel for distortion. If any is suspected, unbolt the front strut top channel from the main pylon. Inspect for distortion, also inspect for cracks around the holes and at the corners, using a magnifying glass or dye penetrant. Check the M8 attachment bolt for distortion.
- 2) If there is any distortion or cracking, the channel must be replaced with a genuine factory part ZCH-011.
- 3) Replace the channel using a new M8 nyloc nut, note the plastic washer to allow the channel to swing. Note the bolt must be tight enough to take up any free play, but still enable the channel to swing 15 degrees each way to allow the front strut to clear the screen when rigging.
- 4) Apply placard ZPL-155 on the pylon next to the channel (see fig. 3)

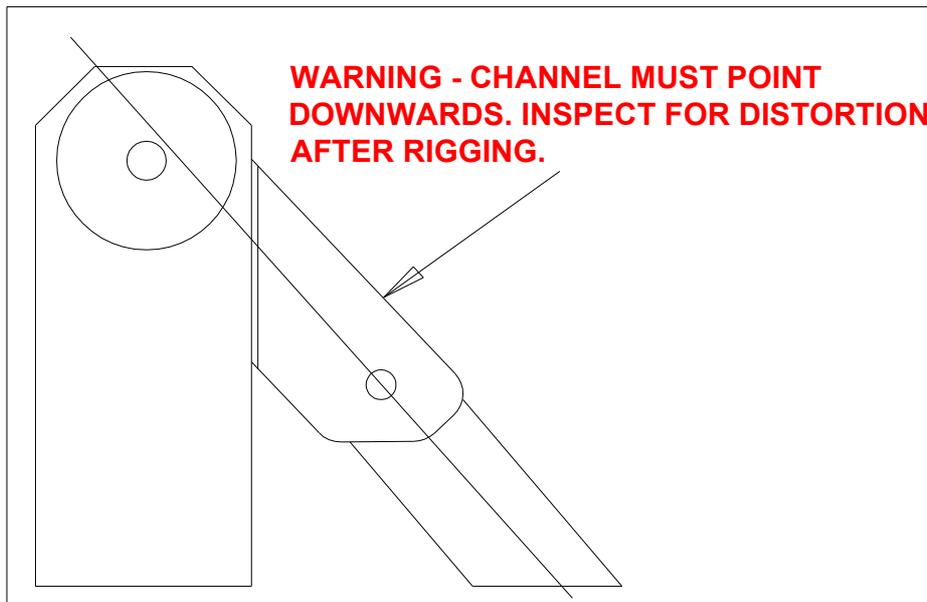


Fig 3. Placard ZPL-155

**DOCUMENTATION**

The above inspection must be recorded in the aircraft technical log.

This service bulletin must be appended to the operator’s manual.

**CONTINUED AIRWORTHINESS**

Check for distortion after each rigging, and at each Permit to Fly revalidation.

Approved		Date 30/06/09
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Checked		Date 30/06/09
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