

ref SB139 Quik top rigging clevis pin

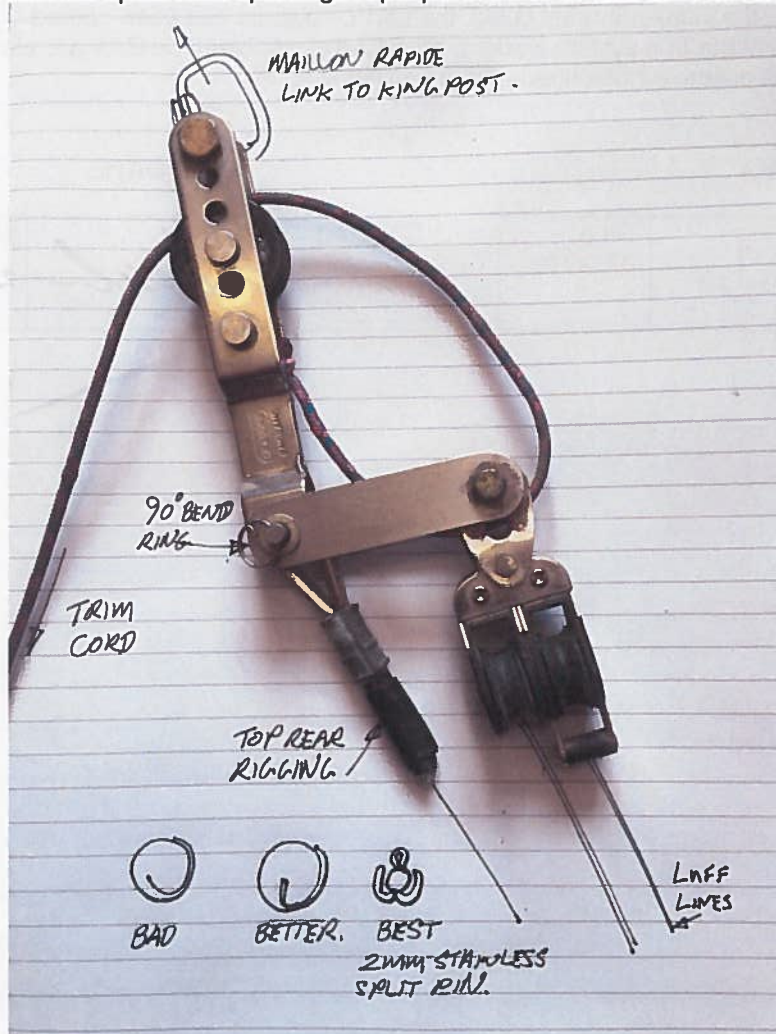
SERVICE BULLETIN NUMBER 139, issue 1.

TITLE	Quik Top Rigging Clevis Pin.
CLASSIFICATION	P&M Aviation have classified this service bulletin as essential.
COMPLIANCE	Before further flight.
APPLICABILITY	All Pegasus Quik wings with manual luffline trim system.

1) INTRODUCTION

The split ring securing the clevis pin attaching the top rear rigging came out in flight. The free end of the top rear rigging cable was caught by the propeller which pulled it violently sideways, damaging the sail. The aircraft was landed safely.

There are 2 patterns of split rings, those which have a spiral start which may allow the ring to climb out and detach, and those which have a 90 degree bend giving a positive stop. The incident happened to an aircraft with the spiral start split ring. A split pin is more secure than either type of split ring.





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2) ACTION

There is a clevis pin and split ring connection at each end of the top rear rigging. Remove split rings of either type and replace them with 5/64" x 1/2" stainless steel 316 split pins, part no. FPSP-005.

3) Documentation


The aircraft technical log must be signed " Service bulletin SB139 (top rigging clevis pins) carried out" by a qualified inspector.

4) Continued Airworthiness

At each permit revalidation, the inspector must check the service bulletin has been carried out, that the fasteners are secure and that the trim system works smoothly and reliably. The CAA are also issuing an MPD (mandatory permit directive) which must be complied with.

ISSUED BY W.G.Brooks

DATE

Approved		Date 07/06/16
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Checked		Date 21/6/16
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