

Dear GT450 Owner,

15th August 2017

SERVICE BULLETIN 147 - REPLACING THE SIDE AND REAR FLYING WIRES ON A GT450 (V1.21)

In response to a number of questions we have received from various owners regarding fitting wires, we have put together this additional information which we hope will be of help to you.

Firstly, before fitting any new cables, please check you have the correct wires – every cable has the part number marked on it along with a batch number. The part numbers are as follows:

Lower rear wires YQD - 046 (2 off)

Lower side wires YQD - 045 (4 off)

The YQD - 045 wires now have smaller more compact thimbles that are fitted to the A -frame. These are physically smaller and it is the end of the cable that has the white identification tag with the part and batch nos. written on them.



Fig 1: Difference in YQD – 045 side wire thimble sizes. The top wire with the smaller thimbles have white tag is the end is fitted to the A-Frame (where the thimbles are the same size, they may have a red paint mark to indicate the end that should be fitted to the A- frame)

It is also advisable to check the lengths of the new wires against the ones being removed, to further check that the correct wires are fitted in the correct position.

ATTACHMENT OF THE SIDE CABLES TO THE CROSS BOOM

As part of SB 147, we have taken the opportunity to embody approved Modification 247 which replaces a number of the plated mild steel washers with nylon washers (Part Number FWP-002) in order to reduce localised corrosion issues. This is feasible as the bolts are shear loaded rather than tensile loaded here.

Page 3 of 4 of Drawing YQD-050 has been updated to issue D to reflect this change and a copy is enclosed with the fasteners for reference. The pictures below should also help ensure correct assembly.



Fig 2: Note there is only one FW4-12 washer and that there are no washers between the cable thimbles and the tubing. Note also the upper rigging wire is fitted in the outer most rear position.

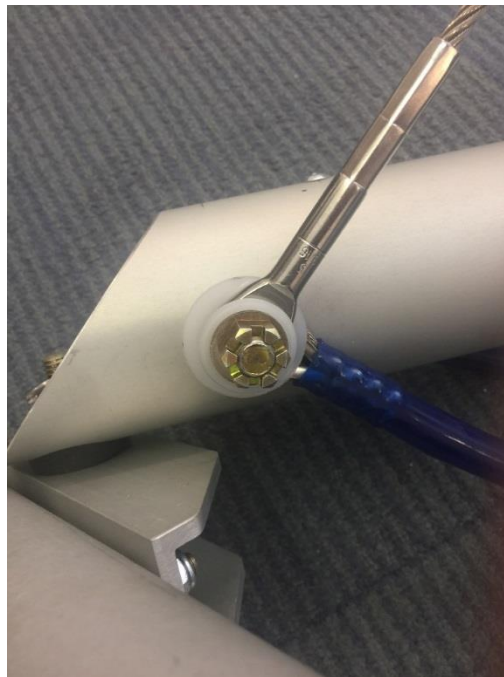


Fig 3: Detail showing the correct position of the plastic washer (Part Number FWP-002) and the optional FWM10-B thin plated washer in place (four are included in the fixing kit)

Once the split pin is fitted correctly then a skiffy cap goes over the 3/8" castle nut and split pin. Due to some tolerance build up, it may be necessary to punch a hole in the skiffy cap to achieve a fit or, alternatively, use the existing caps.

Please remember that the skiffy ring has to have the correct orientation, so that the lip is on the outside otherwise the skiffy cap will not secure.



Fig 4: Shows the correct position of bush (Part No. 001-300) on the front lower rigging cable only. The purpose of the bush is to ensure equal tension in both lower side cables.

Finally, it is important to note that that the castle nut is only tightened to remove any clearances and that the bolt is **NOT** pre-tensioned.

REAR ROCKER ASSEMBLY

During the early production build of the GT450, galvanised thin wall steel bushes were used, which were subject to corrosion issues. As the rocker assembly has to have freedom to move freely in order to be effective, these have been subsequently superseded by thicker walled brass bushes (ZSP-308) across the entire range of QuiK aircraft.

The correct assembly is shown in the enclosed YQD-050-Kit drawing and three brass bushes (ZSP-308) and seven of plastic washers (FWP-011) are included in the fasteners pack.

A separate set of instructions have been created for the assembly of all combinations of the rear rocker assemblies – 20170515 V1.0 QuikR GTR GT450 lower rigging replacement.

We hope that this helps clarify the procedure for you. However, if you have any issues, or questions, please feel free to contact us directly at spares@pmaviation.co.uk or 01672 861350 and we would be happy to help.



Chairman and Director