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Manufacturers of Mainair Sports and Pegasus Aviation World Beating Aircraft

Service Bulletin Number: 120 Issue 1 25th July 2005

Classification: CAA have classified this bulletin as Mandatory

Compliance: Within 5 flying hours

Applicability: All Pegasus Quik aircraft upto and including serial number 8037 with Wing Uprights Modified to SB116 Issue 1 by the owner/inspector.

Introduction

Investigation into a Pegasus Quik accident caused by incorrect application of Modification 124 (see SB116 issue 1), has resulted in the Air Accident Investigation Branch recommending and the CAA requiring that all Quik aircraft modified by their owners/BMAA inspectors have their uprights replaced with factory modified units.

Action

For all Quik aircraft with uprights modified by the owner/BMAA inspector should have the uprights either replaced, or returned to the factory for inspection and replacement of all monobolts and rivets.

Uprights should be either:

Replaced with new factory uprights and required nylocs, and these can be obtained at the special price of £90 per pair (includes UK delivery), stating aircraft serial number and registration mark. (Note price only valid for 6 months from date of bulletin). Old uprights must be rendered unserviceable e.g. by cutting or returning to the factory.

Or

The old uprights returned to the factory with aircraft logbook for full inspection and replacement of monobolts and/or rivets and nylocs free of charge. If upright replacement is required the above charges will apply.

Or

Return the wing and aircraft logbook to the factory for full inspection and replacement of monobolts and/or rivets and nylocs free of charge, whilst you wait. If upright replacement is required the above charges will apply.

Removal and Refitting Of Uprights

Removal and replacement must be done with the wing separated from the trike and de-rigged. On reassembly, new nyloc nuts must be used on all disturbed fasteners. At least 1 complete thread must protrude through the nyloc. These will be supplied with the new/inspected uprights. This work can be carried out by any person considered competent and authorised by the owner.

An inspection by a BMAA inspector (Approval Categories A,I), who must be independent of the person who carried out the work of this primary structure is required once the upright has been re-fitted, and details must be entered in the aircraft logbook before further flight.



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Tools required for removal and re-fitting: Pair of 10mm, 13mm & 7/16" Spanners & Small Plain Screw Driver.
Referring to the figures 1,2 & 3.

RH upright – removal

If desired the trim cable can be un-knotted from the trim cable cord above the sail, the dome bolt removed from the kingpost and the upright returned to the factory complete with trim cable assembly.

Otherwise proceed as follows:

1. Mark the position of the trim bug on the trim cable using a felt pen.
2. Push the trim cable end out of the trim wheel and detach the solderless nipple and trim indicator bug.
3. Pull out the trim cable through the upright.
4. Remove the ¼" unf fore and aft rigging bolt, detach the rigging cables and the bottom knuckle joint.
5. Unbolt the top knuckle bolt and detach the upright.

Replacement

1. Straighten the trim cable as far as possible and feed it through the upright.
2. Reconnect the bottom knuckle and fore and aft rigging cables ensuring the bolt protrudes at least 1 complete thread through the new nyloc.
3. Reconnect the top knuckle bolt using a little grease on the bearings, refit the new nyloc nut so that the joint is free to move.
4. Feed the trim cable around the pulley at the bottom knuckle, replace the trim bug at the marked position and feed the cable through the trim wheel. Reattach the solderless nipple.

Repeat the procedure for the LH upright without the trim cable. Check trimmer operation and full roll bracket articulation before re-rigging for flight. Replace the plastic caps on the top knuckle bolt heads.

Documentation

The above actions must be entered in the aircraft technical log book before further flight, and signed by the person who carried out the work and also signed by a BMAA Inspector (Approval Categories A,I) or Factory inspector who must be independent of the person who carried out the work.

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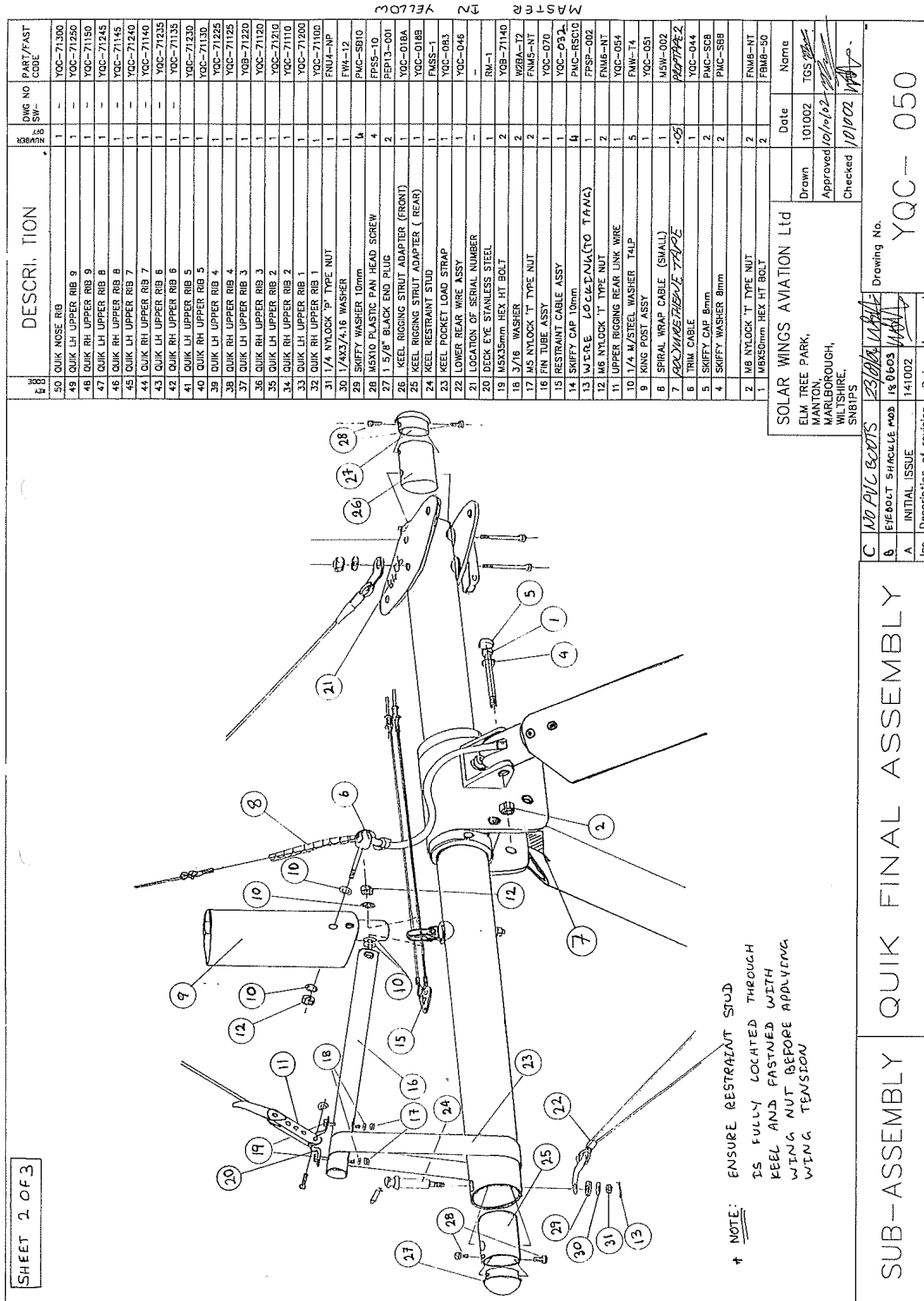


Fig 1 Drawing YQC-050

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MASTER IN RED

Technical drawing of a quick control frame assembly with an exploded view and a parts list table. The table includes columns for QWC NO, PARI/PART CODE, DESCRIPTION, and Name. The drawing is numbered 'Fig 2 Drawing YQC-040' and 'SUB-ASSEMBLY QUICK CONTROL FRAME'. The parts list includes various hardware such as tubes, nuts, bolts, washers, cables, and pulleys.

Fig 2 Drawing YQC-040

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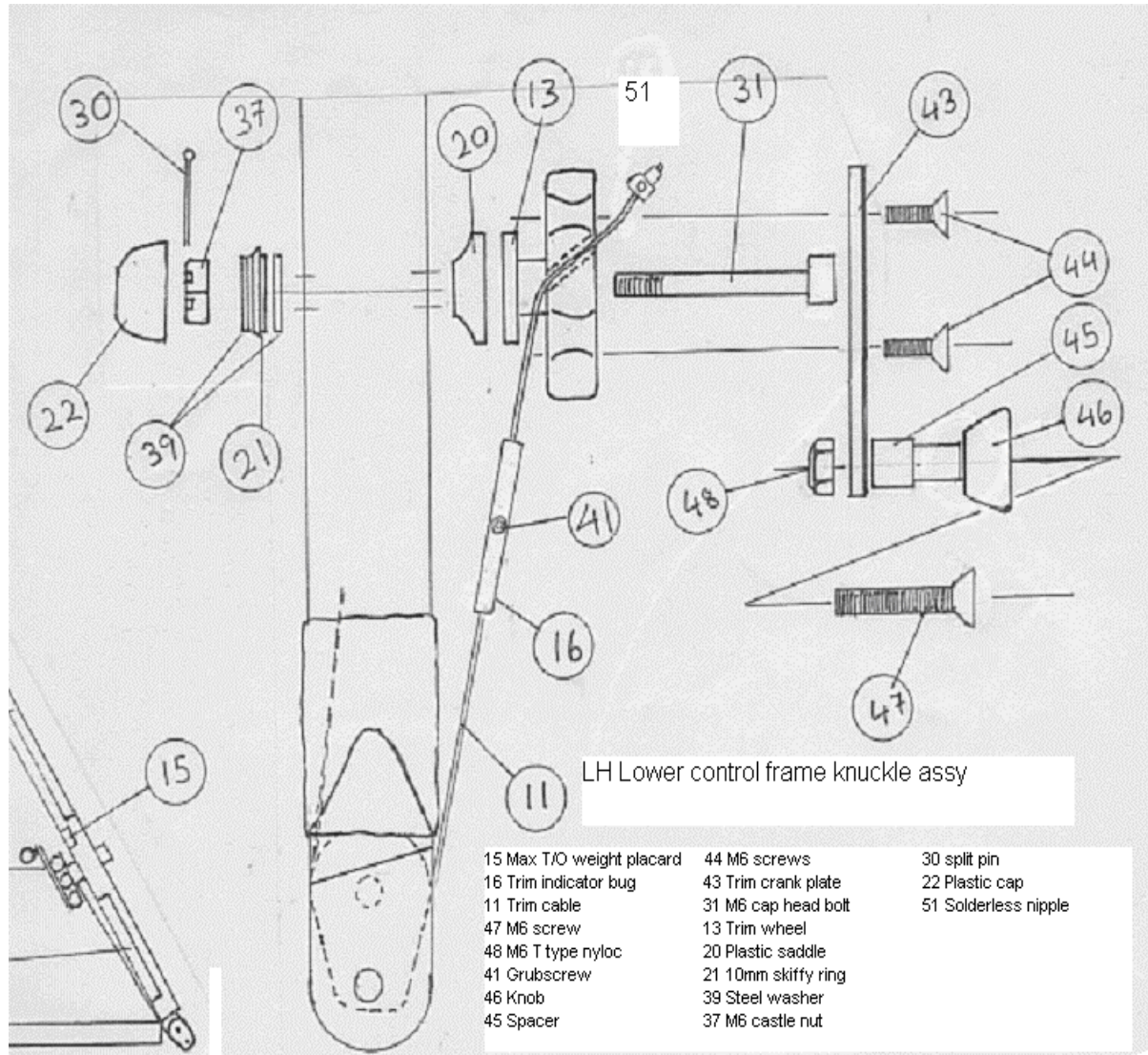


Fig 3 RH upright trim cable assy

Issued By: R. Patrick, Design Engineer.

Signed:

Date: 22nd July 2005