



**SERVICE BULLETIN NUMBER CT124**

**ISSUE 1**

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**TITLE** Flap up limit cable  
**CLASSIFICATION** The CAA have classified this bulletin as Mandatory.  
**COMPLIANCE** Inspection before further flight;replacement within 5 hrs if affected.  
**APPLICABILITY** All CT2K up to Flight Design serial no. 03-07-03-34, P&M serial 8124 inclusive.

**INTRODUCTION -**

The electric flap system on the CT2K is provided with a flexible steel cable which limits the UP flap travel in the event of failure of the limit switch. Some examples of CT2K were manufactured with a 1.5mm strop which can break under some circumstances, if the limit switch fails.

**INVESTIGATION-**

In the event of failure of the UP flap limit switch, it has been found that although the flap motor circuit breaker will trip when run against the 1.5mm cable, subsequent repeated selection of UP flap will cause the cable to break. The flaps will then run beyond the normal -12° setting until stopped by the motor internal stop. More than -12° flap setting reduces performance and increases stall speed.

**ACTION –**

Before further flight, inspect the flap UP limit cable and measure the diameter using a vernier calliper. It should be 3 – 3.5mm. See fig 1.

If a smaller cable is installed, it must be replaced within the next 5 flying hours. The cable length is set up on each individual aeroplane to allow for production build tolerances.

If the cable is too small, it must be replaced with a new cable part. KA 6030310 according to modification M109. Provided the flap system is working normally and the flaps UP position is stopped by the limit switch and not the cable, it is permissible to ferry fly the aeroplane to P & M or a P & M approved facility to enable the modification to be carried out. Alternatively the cable should be removed and sent by recorded delivery to P & M Aviation Ltd, where a new 3mm cable assembly part. KA 6030310 will be made up to match it.

When the cable is replaced, a full functional check of the flap system must be made, including deflection according to TADS BM65 (UP -60mm +-5, DOWN +175mm +-10, relative to fuselage fillet trailing edge), limit switch operation, LED indications and flap symmetry.

**C9997065F - STEEL CABLE INSTALLATION**

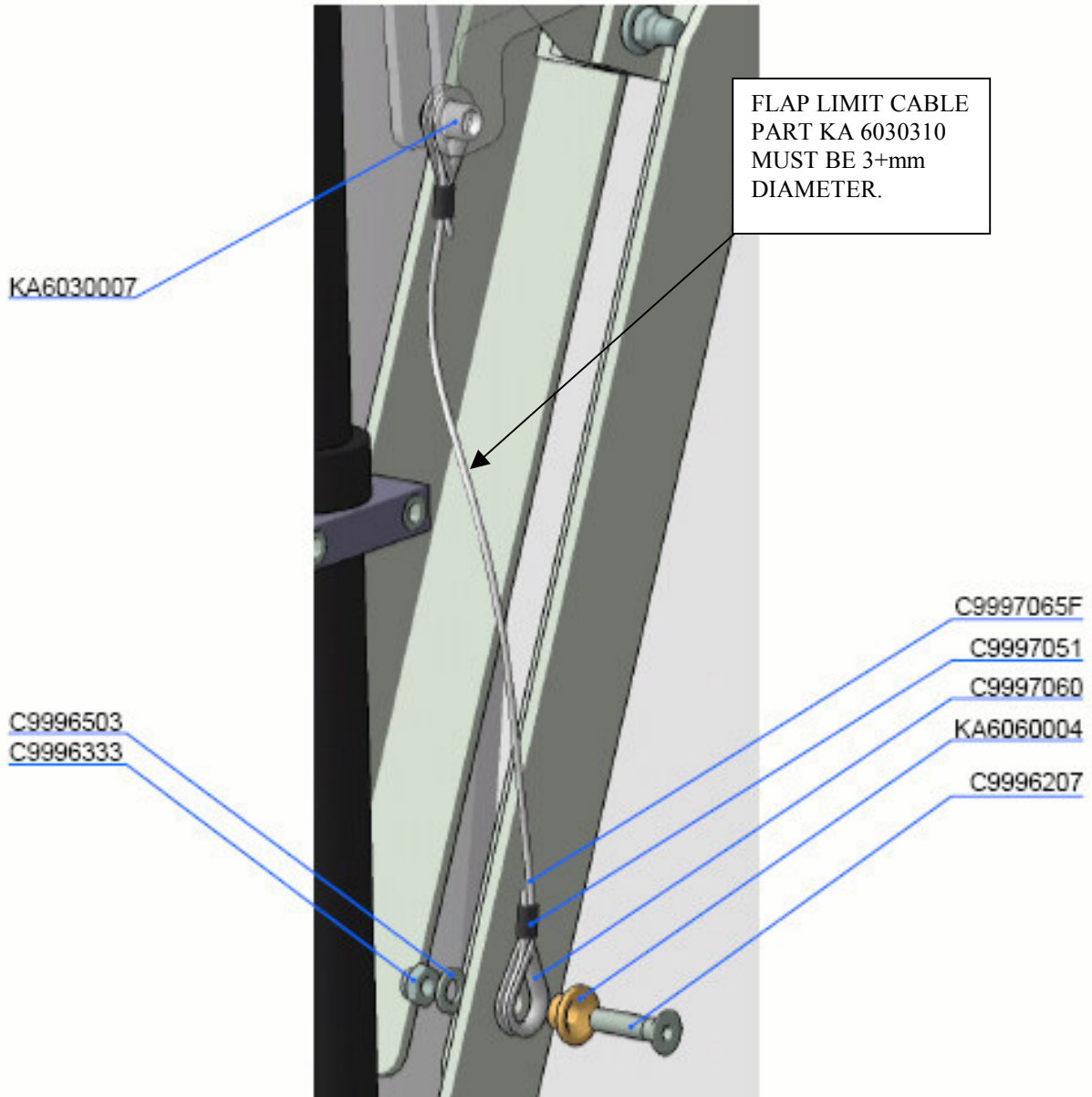


Fig 1. Limit Cable Installation

**DOCUMENTATION**

The above inspection must be recorded in the aircraft technical log. If the cable is replaced, it must be replaced according to mod. M109. A duplicate inspection, including deflection, synchronisation and function check is required by a BMAA inspector independent from the person who fitted the cable.



ISSUED BY: Chief Engineer

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