

SOLAR WINGS LTD

SERVICE BULLETIN

no. 0025 iss. 1

Date 27/09/89

SUBJECT : Flight Limitations.

MODELS AFFECTED : Pegasus Flash, Pegasus Flash 2.

CLASSIFICATION : The content of this Service Bulletin has been classified by the CAA as Mandatory.

COMPLIANCE TIME : Compliance is required with effect from receipt of this bulletin.

PURPOSE :
Since 1985 there have been five accidents to microlights employing the Mainair Flash series of wings (Flash, Flash 2, Flash 2 Alpha, Pegasus/ Mainair Flash 2) which have involved loss of control in flight with resultant catastrophic structural failure. In two of these accidents the microlight was seen by one or more witnesses to be in turning flight at the moment that loss of control occurred.

Of the remaining three accidents: there were no witnesses to two of them at the moment of catastrophe; in the third the microlight was seen to have been climbing steeply, wings level, when the engine stopped and a tumble and structural failure ensued.

It appears probable that some of these accidents may have been the result of the aeroplane being flown beyond the permitted limit of 60° bank angle, either inadvertently or deliberately. This is the limit to which microlight aeroplanes are required to be tested for certification. Mainair consider that a bank angle of 45° will give a safe margin to prevent 60° being exceeded accidentally.

The maximum angle of bank is now limited to 45 degrees.

In addition the maximum pitch angle is limited to 30 degrees.

It is emphasised that aerobatic manoeuvres on all types of microlight are prohibited. This includes: whipstalls, wingovers, tailslides, loops, rolls and spins.

Turns up to a maximum angle of bank of 45° are permitted but aggressive handling of the controls, particularly during reversal from bank in one direction to the other, must be avoided as this can induce rapid rates of roll with a high risk of the bank angle limit being exceeded.

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The aircraft must be flown such as to maintain positive normal acceleration (positive 'g') at all times.

Enclosed with this Service Bulletin is an amended page for incorporation into the Operators Handbook.

Issue 2 of this Service Bulletin will follow shortly with an amended placard and an additional amended page for the operators handbook.

W. G. Brooks (Chief Designer).

WG Brooks