



Service Bulletin No.: 84 **Issue 1**
Date: 18 September, 1996
Aircraft affected: All Q2 wings (Quantum & Quasar).
Title: Inspection of sail stitching.
Classification: Pegasus Aviation classify this bulletin as mandatory.
Compliance: Before next flight.
Applicability: All Quantum and Quasar Q2 wings.

Introduction: We have had three reported cases where sail centre seam stitching has come adrift within Q2 rear keel pocket due to abrasion with the fin tube, which has structural significance. We have also had several incidences where the bottom leading edge stitching has started to come adrift in specific areas although this is not of any structural significance whatsoever.

The problem may have been aggravated by a change of surface finish to the aluminium leading edge and fin tubes causing abrasion to the stitching. The centre seam problem appears to have been caused while the sail has been negatively loaded on the ground, and in the 3 reported cases the aircraft have been used from rough strips. The leading edge problem appears to be caused by movement of the sail in flight.

Action 1. Before next flight, carefully inspect the centre stitched seam on the top surface of the sail between the kingpost hole and the trailing edge. Inspect the underside of the same seam from inside the keel pocket. If the stitching is at all damaged then do not fly the aircraft but contact your dealer or the Pegasus Service Department.

Action 2. Identify the areas of stitching affected and cover them with self adhesive dacron tape supplied with this bulletin:

Inner keel pocket - proceed as follows:

1. Lay the wing flat on the ground and remove tension.
2. Remove the top rear rigging cable pin from the cleat.
3. Undo the bolts holding the cleats on the top & bottom of the keel.
4. Undo the fin tune eye-bolt from the king post & remove the fin tube.
5. Roll the 2 short tapes up & apply to both seams, starting from the hole where the fin tube passes through the sail & working forward.
6. Reassemble in reverse order. If you have trouble fitting the sail tensioning cable, get a helper to pull the sail back using a loop of string while you assemble the deck cleats.
7. Make sure your work is entered in the aircraft log, inspected and signed off by a BMAA inspector.

Bottom leading edge seam - proceed as follows:

1. Remove wing from bag and open upside down.
2. Undo both leading edge self-tapping screws at the nose.
3. Undo the l/e tip webbings.
4. Open centre velcro, crawl inside and apply tape as above, starting from 45 cm from the mouth of the sail and working out toward the tip.
5. Reassemble.
6. Make sure your work is entered in the aircraft log, inspected and signed off by a BMAA inspector.