

TITLE Q2 AND BANDIT WING TIP INSPECTION

CLASSIFICATION THIS SERVICE BULLETIN HAS BEEN CLASSIFIED AS MANDATORY BY CAA

COMPLIANCE BEFORE FURTHER FLIGHT

APPLICABILITY ALL Q2 AND BANDIT MICROLIGHT WINGS

INTRODUCTION

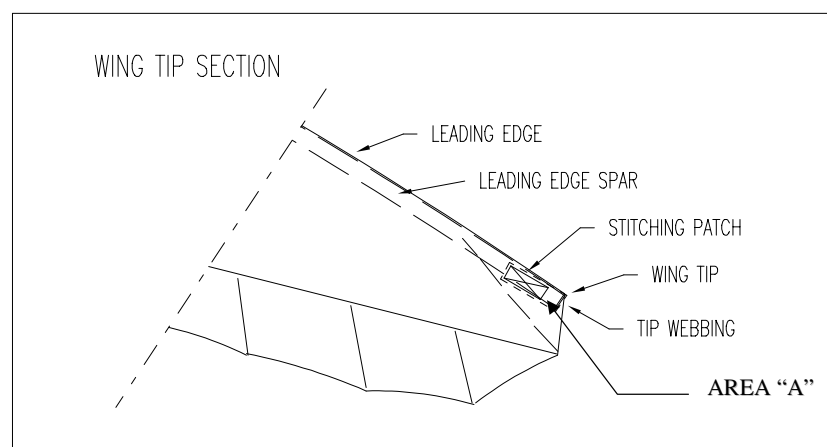
REVISION - An incident has occurred following take-off, where a microlight flown dual with a Q2 wing had a tip webbing detach after 970 logged hours, due to stitch failure. On this occasion the pilot managed to control the aircraft and land safely because the sail, although ripped almost through, was retained by the washout rod.

The sail concerned has been returned to the factory for inspection. It was discovered that approximately 1/3 of the critical first row of stitching had also failed on the opposite wing. It was also found by test that the stitching strength had degraded considerably due to the action of UV light. It was noted that there was no deformation of the stitch holes on the failed parts, showing the stitch strength was low. The seam on the non-failed wingtip could be easily peeled apart by hand. The blue colour of the leading edge mylar had faded on the top surface, also showing UV light exposure.

ACTION

1) Inspection

Each tip attachment seam must be inspected for broken stitches, particularly in the peel-loaded areas "A" where the tip webbing leaves the sail. The inspection must be carried out before further flight.





2) Rectification.

The sail tip attachment must be oversewn and ultra-violet light protection patch added as per drawing SW90087 issue F sheet 6 within the following times:

- a) Before further flight if there are more than 2 broken stitches in area "A" or
- b) Within the next 25 hours if the wing has flown more than 500 hours or has been exposed to daylight for more than 1500 hours or
- c) Within the next 25 hours if there is noticeable fading of the leading edge colour.

If the wing is less than 500 flying hours/1500 hours daylight old and there is no stitching damage or obvious leading edge colour fading, then only the ultra-violet light protection patch must be added, within the next 25 hours.

The patch is supplied in white as standard, with self adhesive tape. Colours that match the leading edge mylar may be available on request. It must be fitted so as to cover all the webbing attachment stitching. The critical stitches can still be inspected on the inside where the webbing leaves the sail at the tip attachment. If in doubt, the patch can be carefully peeled off, stitching inspected then the patch replaced.

3) Repairs, maintenance and logging.

All work except for fitting the UV protection patch may only be carried out by Pegasus or at a Pegasus approved repair facility, using approved materials to the correct drawings. Contact the Factory for approval criteria and repair schedules.

Subsequent to the required action, the tip webbing stitching areas must be inspected closely for stitching damage at a minimum frequency of 50 hours, as part of the regular sail inspection required by the Owner's handbook. In all cases, when the required action has been taken, the technical log for the aircraft must be signed off, "service bulletin SB97 issue 2 complied with".

ISSUED BY W.G. Brooks.

Chief Engineer		Date
Production Director		Date

DATE 26/8/98

Sales Director		Date
Managing Director		Date