

Service Bulletin

Rudder Centring Assembly

Applicability: All EuroFOX aircraft operating under a UK LAA or BMAA Permit to Fly.

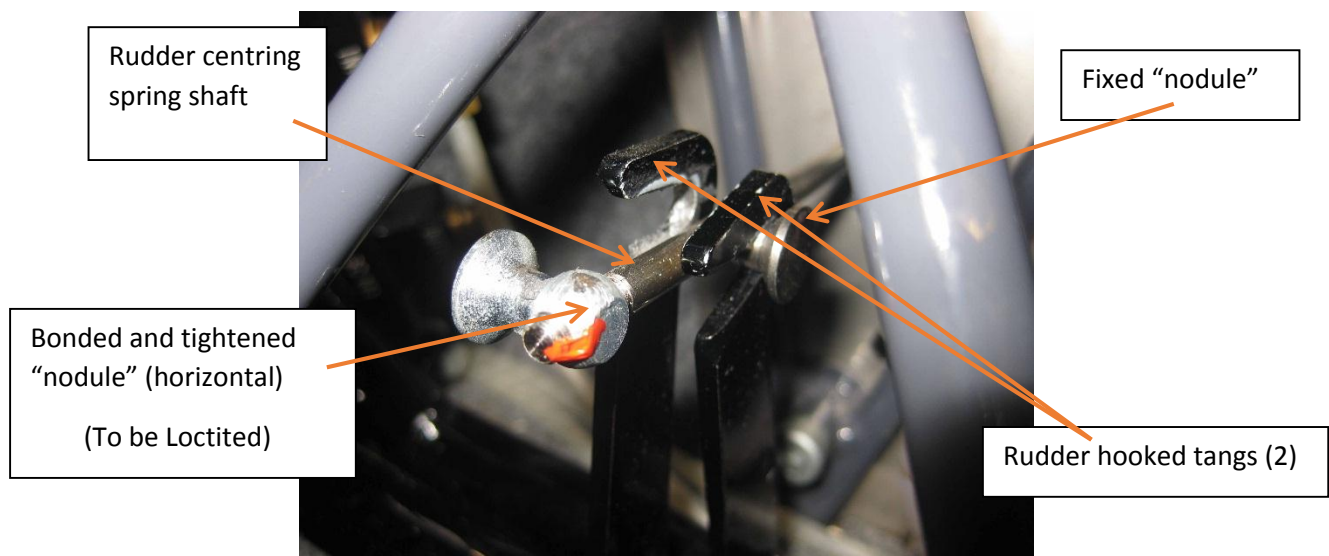
Compliance By: Before next flight after the effective date of EuroFOX SB 01/2014 and at each subsequent permit renewal inspection.

Background: During a routine familiarisation flight in a LAA EuroFOX the rudder jammed; the second crew member visually checked the area around the rudder pedals and noted that the adjustable centring spring attachment nodule had rotated on its thread. The subsequent misalignment between the nodule and the slot in the rudder tang meant that this caused the nodule to miss the slot and jam the pedal.

Actions required for compliance: Inspect that the nodule is tightly bonded onto the threaded shaft. The adjustable “nodule” on the end of the rudder centring spring shaft must be hard Loctited onto the threaded area (using Loctite 648). Note: The incident aircraft had not been satisfactorily tightened and bonded at first build.

Certification: EuroFOX Aviation judge that this inspection falls within the scope of ‘allowable pilot maintenance’ (see LAA Technical Leaflet TL 2.05 which clarifies this) and therefore, providing no reassembly work is required, LAA or BMAA inspector involvement is not required. Should the nodule need to be removed and re-secured, both first and second inspections will be necessary and normal LAA or BMAA inspection protocols followed as appropriate. A log book entry must be made detailing the inspection and, if required, details of any remedial work.

Cabin view of the rudder centring assembly relating to this SB



Publications affected: Build manual, TADS and HADS, all documents will be updated. All owners or operators of the UK fleet of the EuroFOX will be notified individually by the UK agent, EuroFOX Aviation.

Tools or materials required. Loctite 648.