



Civil Aviation Authority

EMERGENCY MANDATORY PERMIT DIRECTIVE



Number: 2012-005-E

Issue date: 21 November 2012

In accordance with 22(1) of Air Navigation Order 2009 as amended the following action required by this Mandatory Permit Directive (MPD) is mandatory for applicable aircraft registered in the United Kingdom operating on a UK CAA Permit to Fly.	
Type Approval Holder's Name: P&M Aviation	Type/Model Designation(s): Pegasus Quik, Quik GT 450, QuikR and Quik GTR
Title:	Sail Reinforcement Degradation – Additional Test
Manufacturer:	P&M Aviation Ltd.
Applicability:	Pegasus Quik, Quik GT450, QuikR and Quik GTR with X-05 or Technora reinforcement bands.
Reason:	<p>An incident in 2011 with a 4 year/1500 Hours flight time sail showed that the standard Bettsometer test used to predict sail strength degradation could not be used. This issue was addressed by the application of MPD No. 2011-005 Revision 1.</p> <p>A subsequent incident in September 2012, with a 6 year/1000 Hours flight time sail, has necessitated a revision to the previously defined test limits and compliance periods. Additionally, the applicability has been revised to incorporate the Quik GTR, which was not in production at the time of the original MPD. As such, P&M Aviation has revised Service Bulletin (SB) 132 to Issue 2 in order to reflect the revised criteria.</p> <p>This MPD 2012-005 supersedes MPD No. 2011-005 R1.</p>
Effective Date:	21 November 2012

Compliance/Action:	<p>For sails more than 2 years old or more than 500 hours flight time, whichever comes first, perform the tests as described in P&M Aviation Ltd Service Bulletin Number 132 Issue 2. This is to be achieved within the next 10 flight hours or 4 months from the effective date of this MPD, whichever occurs first. During this period high G manoeuvres must be avoided.</p> <p>For all aircraft, perform the tests as described in P&M Aviation Ltd Service Bulletin Number 132 Issue 2 at each annual inspection.</p> <p>In the event of the reinforcement bands failing the tests described in SB 132 Issue 2, the aircraft must not be flown until satisfactory resolution is received from P&M Aviation Limited.</p> <p>Note:</p> <p>a) A copy of Service Bulletin Number 132 Issue 2 may be obtained from:</p> <p style="padding-left: 40px;">P & M Aviation Unit B Crawford Street Rochdale Lancashire OL16 5NU</p> <p style="padding-left: 40px;">Tel: 01706 655134 Email: flying@pmaviation.co.uk</p>	
Ensure compliance with this MPD is recorded in the aircraft logbook		
Reference Publications:	P & M Aviation Ltd Service Bulletin Number 132 Issue 2	
Remarks:	<ol style="list-style-type: none"> 1. This MPD was not posted for consultation due to the urgency of the requirement. 2. Enquiries regarding this MPD should be referred to: Aircraft Evaluation and Surveillance Department, Civil Aviation Authority, Safety Regulation Group, Aviation House, Gatwick Airport South, West Sussex RH6 0YR. 	
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