



EMERGENCY MANDATORY PERMIT DIRECTIVE



Number: 2016-011-E

Issue date: 23 November 2016

In accordance with Article 41(1) of The Air Navigation Order 2016, 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 Ltd	Type/Model Designation(s): Various, see below																																																																																
Title:	Clevis Pin / Split Ring Installations – Inspection / Replacement																																																																																
Manufacturer:	P&M Aviation Ltd																																																																																
Applicability:	<p>All Microlights where P & M Aviation Ltd is the Type Approval Holder:</p> <table border="1"> <thead> <tr> <th>TADS No.</th> <th>Aircraft Type</th> <th>TADS No.</th> <th>Aircraft Type</th> </tr> </thead> <tbody> <tr> <td>BM2</td> <td>Gemini Sprint</td> <td>BM43</td> <td>Mainair Mercury</td> </tr> <tr> <td>BM3</td> <td>Tri-Flyer Sprint</td> <td>BM44</td> <td>Pegasus Quasar 2 TC</td> </tr> <tr> <td>BM4</td> <td>Gemini Flash</td> <td>BM45</td> <td>Cyclone AX3//503</td> </tr> <tr> <td>BM5</td> <td>Panther XL-S</td> <td>BM46</td> <td>Pegasus Quantum 15 (Rotax 2-stroke engines)</td> </tr> <tr> <td>BM9</td> <td>Pegasus XL-R</td> <td>BM47</td> <td>Mainair Blade</td> </tr> <tr> <td>BM10</td> <td>Pegasus Flash</td> <td>BM50</td> <td>Pegasus Quantum 15-912</td> </tr> <tr> <td>BM17</td> <td>Pegasus Flash 2</td> <td>BM51</td> <td>Mainair Blade 912</td> </tr> <tr> <td>BM14</td> <td>Gemini Flash 2</td> <td>BM53</td> <td>Cyclone AX2000</td> </tr> <tr> <td>BM16</td> <td>Scorcher</td> <td>BM54</td> <td>Mainair Rapier</td> </tr> <tr> <td>BM17</td> <td>Pegasus Flash 2</td> <td>BM56</td> <td>Pegasus Quantum 15-HKS</td> </tr> <tr> <td>BM23</td> <td>Gemini Flash 2 Alpha</td> <td>BM60</td> <td>Mainair Blade 912S</td> </tr> <tr> <td>BM25</td> <td>Pegasus XL-Q</td> <td>BM65</td> <td>Flight Design CT2K (rudder control)</td> </tr> <tr> <td>BM27</td> <td>Chaser S</td> <td>BM66</td> <td>Pegasus Quik</td> </tr> <tr> <td>BM28</td> <td>Pegasus Photon</td> <td>BM70</td> <td>Quik GT450</td> </tr> <tr> <td>BM31</td> <td>Chaser S 1000</td> <td>BM72</td> <td>Flight Design CTSW (rudder control)</td> </tr> <tr> <td>BM33</td> <td>Chaser S 508</td> <td>BM77</td> <td>QuikR</td> </tr> <tr> <td>BM37</td> <td>Chaser S 447</td> <td>BM80</td> <td>Quik GTR</td> </tr> <tr> <td>BM38</td> <td>Pegasus Quasar</td> <td>BM81</td> <td>PulsR</td> </tr> <tr> <td>BM42</td> <td>Pegasus Quasar – TC</td> <td>BM83</td> <td>Flight Design CTSL (rudder control)</td> </tr> </tbody> </table>	TADS No.	Aircraft Type	TADS No.	Aircraft Type	BM2	Gemini Sprint	BM43	Mainair Mercury	BM3	Tri-Flyer Sprint	BM44	Pegasus Quasar 2 TC	BM4	Gemini Flash	BM45	Cyclone AX3//503	BM5	Panther XL-S	BM46	Pegasus Quantum 15 (Rotax 2-stroke engines)	BM9	Pegasus XL-R	BM47	Mainair Blade	BM10	Pegasus Flash	BM50	Pegasus Quantum 15-912	BM17	Pegasus Flash 2	BM51	Mainair Blade 912	BM14	Gemini Flash 2	BM53	Cyclone AX2000	BM16	Scorcher	BM54	Mainair Rapier	BM17	Pegasus Flash 2	BM56	Pegasus Quantum 15-HKS	BM23	Gemini Flash 2 Alpha	BM60	Mainair Blade 912S	BM25	Pegasus XL-Q	BM65	Flight Design CT2K (rudder control)	BM27	Chaser S	BM66	Pegasus Quik	BM28	Pegasus Photon	BM70	Quik GT450	BM31	Chaser S 1000	BM72	Flight Design CTSW (rudder control)	BM33	Chaser S 508	BM77	QuikR	BM37	Chaser S 447	BM80	Quik GTR	BM38	Pegasus Quasar	BM81	PulsR	BM42	Pegasus Quasar – TC	BM83	Flight Design CTSL (rudder control)
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Reason:	<p>Following maintenance, a clevis pin came out of the RP-4 roll trim system pulley on a QuikR causing a left turn. The split ring securing the clevis pin had come out. It is not known if the ring was disturbed during the maintenance.</p> <p>The split ring which came out was the same “spiral start” pattern as that which has caused trouble before (see Service Bulletin 139). This pattern of ring has no positive stop, so that simple rotation of the ring (e.g. caused by it getting caught on something) will cause it to disengage. Disengagement of the split ring and subsequent clevis pin departure could affect the control of the aircraft.</p>
Effective Date:	24 November 2016
Compliance/Action:	<p>Compliance is required as follows, unless previously accomplished:</p> <ol style="list-style-type: none"> 1. Before further flight, from the effective date of this MPD, inspect all clevis pin / split ring installations on the aircraft in accordance with paragraph 2 of P & M Aviation Ltd Service Bulletin 144. 2. If the inspection in paragraph 1 reveals any spiral start pattern split rings they must be replaced in accordance with paragraph 2 of P & M Aviation Ltd Service Bulletin 144 before further flight. 3. Record the inspection from paragraph 1 and any necessary rectification action from paragraph 2 in the aircraft technical log in accordance with paragraph 3 of P & M Aviation Ltd Service Bulletin 144. 4. Repeat the actions in paragraphs 1, 2 and 3 at each Permit to Fly revalidation.
ENSURE COMPLIANCE WITH THIS MPD IS RECORDED IN THE AIRCRAFT LOGBOOK	
Reference Publications:	P & M Aviation Ltd Service Bulletin Number 144, Issue 3, dated 27 October 2016.
Remarks:	<ol style="list-style-type: none"> 1. This MPD was not posted for consultation because of the urgency of the requirement. 2. Enquiries regarding this Mandatory Permit Directive should be referred to: GA Unit, Civil Aviation Authority, Safety and Airspace Regulation Group, Aviation House, Gatwick Airport South, West Sussex, RH6 0YR. <p>Tel: +44 (0)1293 573988 E-mail: ga@caa.co.uk</p>