



Civil Aviation Authority

EMERGENCY MANDATORY PERMIT DIRECTIVE



Number: 2022-004-E

Issue date: 10 February 2022

In accordance with 41(1) of 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/Design Approval Holder's Name:

Type/Model Designation(s):

THE LIGHT AIRCRAFT COMPANY LTD

Reality Escapades and Sherwood Scouts

Effective Date:	14 February 2022
TCDS:	Not Applicable
Foreign AD (if applicable):	Not Applicable
Supersedure:	Not Applicable

ATA 25 – Cockpit Seats – Seat Locking and Secondary Seat Restraint – Inspection

Manufacturer(s):

The Light Aircraft Company Ltd

Applicability:

All Reality Escapades and Sherwood Scout aeroplanes (both kit and factory built), all serial numbers.

Definitions:

For the purpose of this MPD, the following definitions apply:

The SB: The Light Aircraft Company Ltd Service Bulletin No. TLAC SB 01-2021.

Reason:

As the result of a recent accident, it is suspected that the tee-handle spring-loaded primary seat locking pin at the front of the seat base either failed to engage in the seat adjustment track located directly beneath the seat base or was not correctly located prior to take off.

It has also been additionally reported that the secondary seat restraint strap did not act to stop travel of the seat in a rearward direction, either due to poor adjustment and/or incorrect placement.

Failure of a single feature should not in itself be critical, but failure of both primary and secondary systems could allow the seat to transit fore and aft during the take-off phase which could result in a possible loss of control of the aeroplane.

The Light Aircraft Company Ltd has introduced Service Bulletin No. TLAC SB 01-2021 to inspect the tee-handle seat locking pin and secondary restraint system for correct operation. A repetitive

inspection has also been introduced for every 50 flight hours or Annual Inspection, (whichever comes first) and after any heavy landing.

Required Action(s) and Compliance Time(s):

- 1) Before further flight from the effective date of this MPD, accomplish the following:
 - 1.1) Confirm both seats have full fore and aft travel. Ensure the tee-handle locking pin system is working correctly and fully engaging into the seat adjustment track beneath the seat (Figure 1).
 - 1.2) It is recommended that the horizontal bar of the tee-handle is painted RED for clarity.
 - 1.3) Ensure that the secondary restraint system cam lock strap is in good condition (clean, with no fraying on the webbing and no corrosion on the camlock), correctly positioned, correctly orientated and fully functioning (Figure 2).
 - 1.4) Inspect the alignment of the seat adjustment track in relation to the tee-handle locking pin, as heavy landings could cause distortion that could create a misalignment which could stop the locking pin freely and fully engaging in the adjustment track.
 - 1.5) Inspect the seat adjustment track and note any witness marks that might indicate that the pin is not running central to the adjustment track (Figure 3).
 - 1.6) If upon inspection, a misalignment of the seat adjustment track to the locking pin is found or there is difficulty operating the seat locking mechanism, consultation must be sought from the LAA, BMAA or The Light Aircraft Company (as appropriate) before further flight.
 - 1.7) Repetitive Interval: Inspection interval – Every 50 flight hours or Annual Inspection (whichever comes first) and after any heavy landing.
 - 1.8) Ensure compliance with this MPD is recorded in the aircraft logbook.

Pre-Flight Inspection:

Before each flight carry out the following:

- 1) Ensure the spring-loaded function of the tee-handle locking pin is working correctly and there is no restriction preventing the pin from making full engagement.
- 2) Inspect the tee-handle seat locking pin is fully engaged. The tee-handle spring should not be solely relied upon.
- 3) Ensure that any seat cushions are not fouling the tee-handle locking pin operation and if supplementary cushions are used, confirm these are well clear of the locking pin.
- 4) Once the seat is positioned for flight, verify the secondary seat restraint strap is correctly adjusted such that in a failure of the tee-handle locking pin, the strap will prevent aft travel of the seat.
- 5) Before take-off, both pilot and passenger should check satisfactory seat restraint when seated in the aircraft by shuffling fore and aft, to ensure that both seats are securely locked in place.

Reference Publications:

The Light Aircraft Company Ltd Service Bulletin No. TLAC SB 01-2021, original issue dated 14 December 2021.

Remarks:

1. If requested and appropriately substantiated, CAA can approve Alternative Methods of Compliance for this MPD.
2. Enquiries regarding this MPD should be referred to: ga@caa.co.uk
3. For any questions concerning the technical content of the requirements in this MPD, please contact: The Light Aircraft Company Ltd, Hangar 4, Little Snoring Airfield, Little Snoring, Fakenham, Norfolk, NR21 0JL. Tel: +44 (0) 1328 878809 Email: sales@g-tlac.com

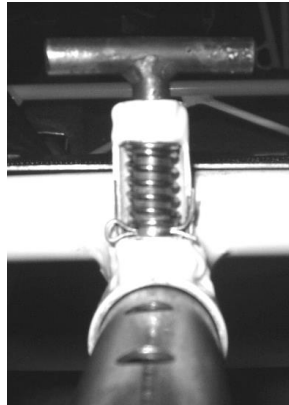


Figure 1: Tee-handle seat locking pin (fully engaged) looking at the front of the seat looking aft.

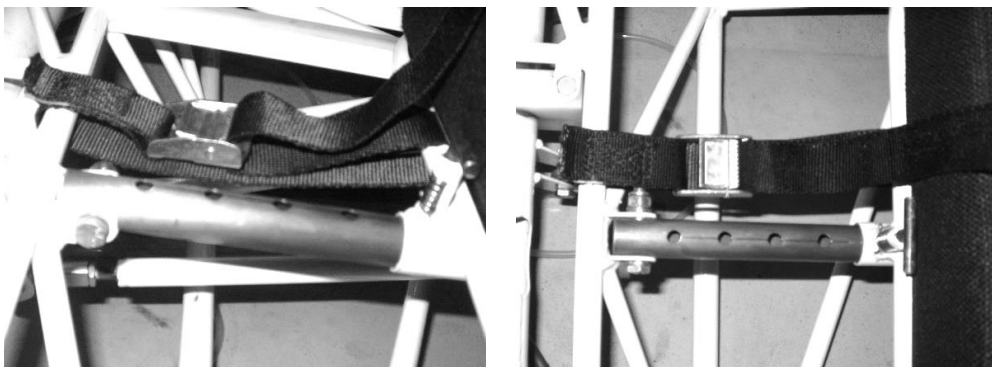


Figure 2: Secondary seat restraint strap location and orientation

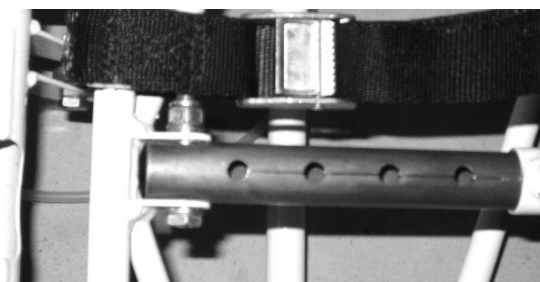


Figure 3: Witness marks seen to run in central alignment with the seat adjustment holes is correct. Witness marks seen either side of the seat adjustment hole centre lines is not correct.