



Civil Aviation Authority

EMERGENCY MANDATORY PERMIT DIRECTIVE



Number: 2016-008-E

Issue date: 3 October 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): Pegasus XL-Q variants, Pegasus Quasar variants, Pegasus Quantum variants, Pegasus Quik, Quik, Quik GT450, Quik Lite, Gemini Flash IIA, Mainair Blade variants
Title:	Wing – Luff Line Attachment Webbing – Inspection
Manufacturer:	P&M Aviation Ltd
Applicability:	Pegasus XL-Q variants, Pegasus Quasar variants, Pegasus Quantum variants, Pegasus Quik, Quik, Quik GT450, Quik Lite, Gemini Flash IIA, Mainair Blade variants.
Reason:	<p>The port inner luff line attachment webbing failed on a GT450 wing with 620 hours airtime during taxiing.</p> <p>The polyester webbing loop had chafed against the chrome plated brass eyelet. The webbing wear was visible from the top side, but not from the underside of the sail.</p> <p>A detached luff line is hazardous as it may go into the propeller. Pitch stability in a steep dive or in turbulence would also be compromised.</p> <p>It appears that the eyeleting process has been forming a ridge inside it capable of damaging the webbing. New tooling has been introduced at the Factory to prevent recurrence of the problem.</p>
Effective Date:	3 October 2016
Compliance/Action:	<p>Compliance is required as follows, unless previously accomplished:</p> <ol style="list-style-type: none">1. Before further flight, inspect the luff line attachment webbings in accordance with paragraph 2.1 of P & M Aviation Ltd Service Bulletin 142. If there is no sign of damage to the webbing, the aircraft may continue in service.2. Before further flight, inspect the luff line attachment webbings in accordance with paragraph 2.1 of P & M Aviation Ltd Service Bulletin 142. If there is no sign of damage to the webbing, the aircraft may continue in service.

Compliance/Action Cont:	<ol style="list-style-type: none"> 3. If the inspection in paragraph 1 reveals damage to the webbing, it must be replaced or a back-up load path installed in accordance with paragraph 2.3 of P & M Aviation Ltd Service Bulletin 142 before further flight. 4. 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 142. 5. Repeat the actions in paragraphs 1 and 2 at 50 flight hour intervals. 	
ENSURE COMPLIANCE WITH THIS MPD IS RECORDED IN THE AIRCRAFT LOGBOOK		
Reference Publications:	P & M Aviation Ltd Service Bulletin Number 142 Issue 4 dated 23 September 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. 	
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