



MANDATORY PERMIT DIRECTIVE



Number: 2016-009

Issue date: 22 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): Quik GTR, QuikR
Title:	Wing – Hang Bolt Installation– Inspection and Modification
Manufacturer:	P&M Aviation Ltd
Applicability:	Quik GTR, QuikR
Reason:	<p>Some instances of the hang bolt head rotating have been found with damage to the safety lanyard. The pinch nut slackens off, promoting fretting wear in the assembly. If left unchecked, eventually the lanyard could fail allowing the retaining nut to depart the aircraft and the main hang bolt to come out. The bolt rotation is driven by yawing loads between the trike and wing in turbulence.</p> <p>Note the hang bolt is intended to be tight and the bearing surface should be between the pylon top bearings and the pylon sleeve, not the hang bolt. Sometimes the nylon bearings swell and stick in the sleeve, new bearings are made in acetal which does not swell.</p>
Effective Date:	25 November 2016
Compliance/Action:	<p>Compliance is required as follows, unless previously accomplished:</p> <ol style="list-style-type: none">1. Within the next 25 flying hours from the effective date of this MPD or at the next annual inspection, whichever is sooner, inspect the hang bolt for tightness and any evidence of rotation, as shown by twisting of the lanyard. See Figure 1 in P & M Aviation Ltd Service Bulletin 141. If there are signs of damage to any of the hang bolt components, obtain replacement components and carry out the action in paragraph 2 before further flight.2. Within the next 25 flying hours from the effective date of this MPD or at the next annual inspection, whichever is sooner, install the hang bolt locking plate in accordance with paragraph 2 of P & M Aviation Ltd Service Bulletin 141.

Compliance/Action Cont:	<ol style="list-style-type: none"> 3. Record the inspection and any necessary rectification action from paragraph 1 and the modification action from paragraph 2 in the aircraft technical log in accordance with paragraph 3 of P & M Aviation Ltd Service Bulletin 141. 4. Inspect the security of the M6 bolt securing the locking plate every 50 flying hours in accordance with paragraph 3 of P & M Aviation Ltd Service Bulletin 141. 5. Inspect the hang bolt installation, including the locking plate and the tightness of the pinch nut, at each annual inspection in accordance with paragraph 4 of P & M Aviation Ltd Service Bulletin 141.
ENSURE COMPLIANCE WITH THIS MPD IS RECORDED IN THE AIRCRAFT LOGBOOK	
Reference Publications:	P & M Aviation Ltd Service Bulletin Number 141, Issue 3, dated 6 October 2016
Remarks:	<ol style="list-style-type: none"> 1. Based on the required actions and compliance time, the CAA decided to issue this MPD with a request for comments, postponing the public consultation process until after publication. 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. Tel: +44 (0)1293 573988 E-mail: ga@caa.co.uk 3. Enquiries regarding the Service Bulletin should be referred to: P & M Aviation Ltd, Elm Tree Park, Manton, Marlborough, Wiltshire. SN8 1PS. Tel: +44 (0) 1672 861350.