



Unit 2 – 8155 Aitken Road  
Chilliwack, British Columbia  
Canada V2R 4H5  
Tel: (604) 792-5855  
Fax: (604) 792-7006

### **SERVICE BULLETIN 022019RB**

URGENCY: HIGH  
RE: Stabilizer Struts

A Rebel has been found with a broken lug on one of the stabilizer strut ends (ST0041). This is the third one we are aware of.

The reserve factor in flight mode is high enough to assume that in each case the damage occurred while on the ground by impact damage. The impact damage could come from hitting rocks, branches or tall grass wrapping around the strut during takeoff or landing.

We removed the struts from a local Rebel. This Rebel has been flying for over 20 years and has 560 flight hours on it. Approximately equal time on spring gear and on Murphy 1800 amphib floats. It has never been in salt water and has always been hangered. No damage was apparent on the lugs. The right-side strut tube was pitted, picture #1, on the front side, probably from rocks and sand from landing on sand bars and gravel strips when the aircraft was on wheels. The left-side strut had no pitting. Both struts were disassembled. Corrosion was found on both ends of each strut pictures #2 & picture #3

#### **ACTION REQUIRED**

1. Remove struts and clean.
2. Inspect the lugs carefully for cracks or other damage. Dye penetrant would be best.
3. The only way to inspect for corrosion is to disassemble.
4. Please report any damage to Murphy Aircraft.

Murphy Aircraft will no longer be producing or supplying these strut ends (ST0041).

We strongly recommend upgrading to the more robust strut system as used on the RADICAL, picture #4. The upgrade kit is \$226 US plus shipping. Picture #4 shows one bolt at each end. The upgrade kits will use two solid rivets each end. Replacement time was less than one hour.



*Builders of Quality Light Aircraft Kits*



● USE (2) 3/16-AD RIVETS or BOLTS @ EACH END of STRUT