

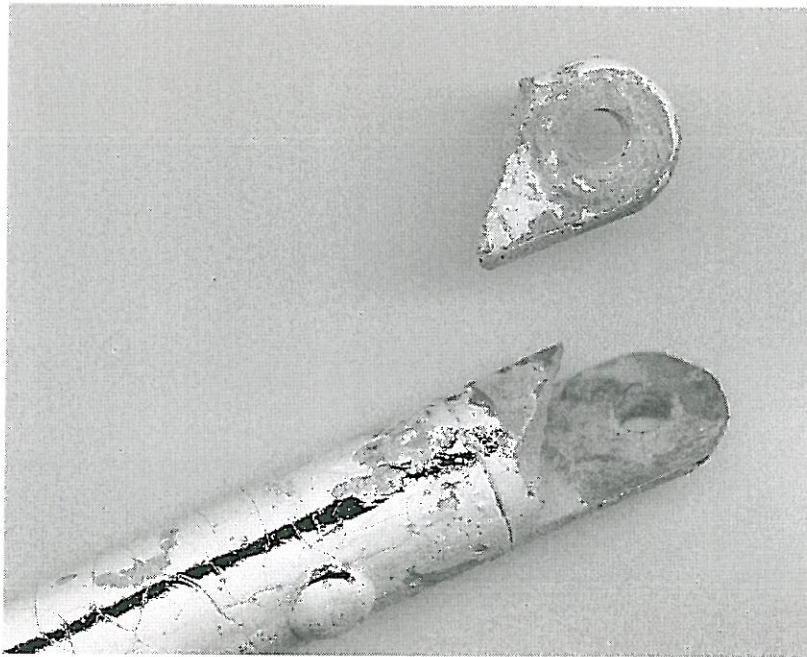
PFA AIRWORTHINESS INFORMATION



INSPECTION OF MURPHY REBEL TAILPLANE STRUT-ENDS

During dismantling of the aircraft for an unrelated problem, it was discovered that one of the tailplane strut-ends had a broken lug. The lug had completely snapped off and was retained only by the clevis bolt. The strut-end may have been in this condition for some time, with the flight loads carried by only half of the strut-end.

The remaining lug was slightly bent, leading to the conclusion that impact damage is more probable than an in-flight failure.



ACTIONS REQUIRED

1. Disconnect struts and remove paint from strut ends with MEK or other non-corrosive solvent.
2. Inspect the lugs carefully for cracks using a dye penetrant kit. Please report any cracks to PFA Engineering.
3. If the strut ends are crack free then prime and lightly paint them before re-assembly.
4. Do not distort the strut end lugs when tightening the clevis bolts, use shim washers if required.
5. Subsequently, owners should visually inspect the strut ends for cracks as well as security as part of their regular pre-flight inspection.
6. Record compliance with this inspection in airframe logbook.

Compliance: This inspection to be completed during the next 5 flying hours or before next permit renewal, whichever soonest.

Note: Work done on a PFA aircraft must be overseen and inspected by a PFA Inspector