

SAFETY BULLETIN

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AIRCRAFT AFFECTED: SUPER REBEL 2500 and 3500

A Super Rebel has suffered a gear collapse during taxiing after turning left off the active runway following a normal landing.

The aircraft sustained damage to the left wing tip, left elevator tip and the left side of the fuselage after the left gear leg folded rearward, and became detached.

No injuries resulted to the three occupants.

Initial inspection appears to indicate the nyloc nut on the front 5/16 bolt (AN5-44A) stripped and became detached. This bolt is one of two that clamp the FUS-309 (FUS-705 in the 3500) to the FUS-310.

It appears that this occurred prior to this incident and during braking action after the roll out, the bolt pulled out, and the FUS-310 failed, allowing the gear leg to fold rearwards.

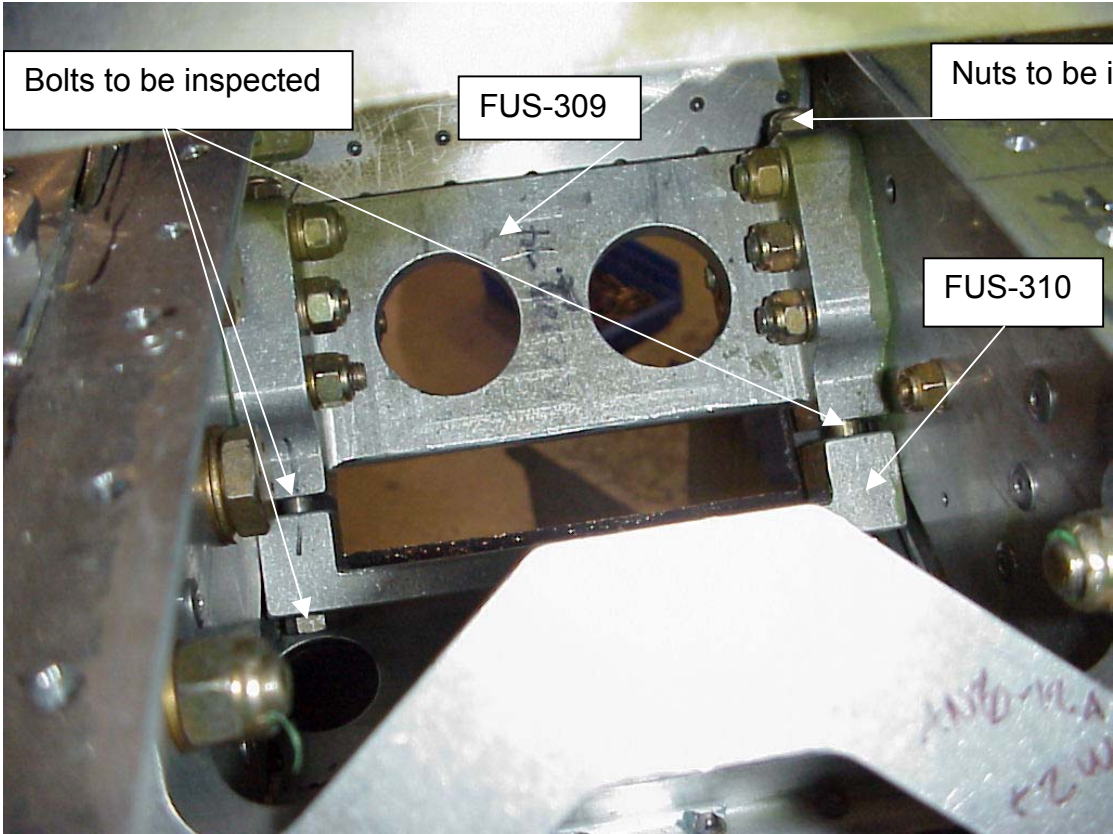
A full investigation is taking place, including stress calculation verification and analysis of the failed components.

No other incidents of this nature have been reported, and during complete strip down and inspection of high time Super Rebels, including both our prototypes, no problems have been revealed.

The aircraft was a 2500 model modified to 3500 status. The airframe was well built, displaying a high degree of workmanship, and was correctly modified.

ACTION REQUIRED

Before further flight, the affected area and all gear attach bolts should be inspected. Remove the gear box covers, check all nuts are in safety and correctly torqued (100 to 140 inch pounds).



Bolts to be inspected

FUS-309

Nuts to be inspected

FUS-310

AND-11.4
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