



Check of flap drive pin engagement

Classification	Mandatory
Applicability	All XS and classic Europa aircraft
Compliance	Within the next 5 flying hours from the date of issue of this Bulletin, or the next annual Permit Renewal, whichever is the sooner.

Introduction

An incident has occurred in which a flap drive pin became disengaged from the flap cross tube following nose wheel shimmy, causing temporary uncommanded roll of the aircraft. The aircraft in question had an unusually short flap cross tube on one side.

This Service Bulletin requires a check of the flap pin engagement to ensure that no other cases of this problem arise.

Action

1. Partially de-rig the aircraft if necessary and check the length of the flap drive pin parallel section. It should be 1" (25.4 mm).
2. Rig the aircraft and then set the flaps in the full down position.
3. Because it is all but impossible to measure the gap between the flap root rib and the end of the flap cross tube with a scale, prepare a gauge 15mm wide, using a mixing stick or similar.
4. Sighting down through the viewing hole, try the gauge between the bearing at the end of the flap cross tube and the root rib, making sure that the gauge is parallel to the pin. There should not be enough room for the gauge to go in. (This will indicate a minimum of 10mm engagement which is the requirement).
5. If it is discovered that the gap between the flap root rib and the bearing at the end of the flap cross tube is greater than 15mm, do not fly the aircraft, and contact Europa Aircraft (2004) Ltd.
6. If appropriate, annotate the aircraft log book to show compliance with Service Bulletin 16.