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SERVICE BULLETIN: JSB 026-1

Issue: 1

Date: 15th Jan 2009

Subject: Adjustable Rudder Pedals J160/J170 Family

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1 Applicability

Jabiru J160-C and J170-C factory-built models. In addition, any kit-built aircraft using the pedal assembly shown below.

Note: For aircraft in Light Sport Aircraft categories this Bulletin is equivalent to a Manufacturer's Safety Direction.

2 Background:

When adjusted to the most rearward position (i.e. that suitable for shorter pilots) and pressed to full rudder deflection, the pilot can experience a situation equivalent to rudder pedal over-centering and locking. For example, when the pilot uses full left rudder to turn the aircraft at the end of the runway, then presses the right rudder pedal to straighten onto the runway heading it can feel as though the control has locked. This effect can be exaggerated by the pilot's shoes – thick, heavy soled shoes with deep tread tend to snag on the pedal more than thin-soled runners.

RA-Aus Airworthiness Notice AN161008-1-1 also refers. This Jabiru Bulletin has been prepared to provide additional information to owners and supersedes the RA-Aus Notice.

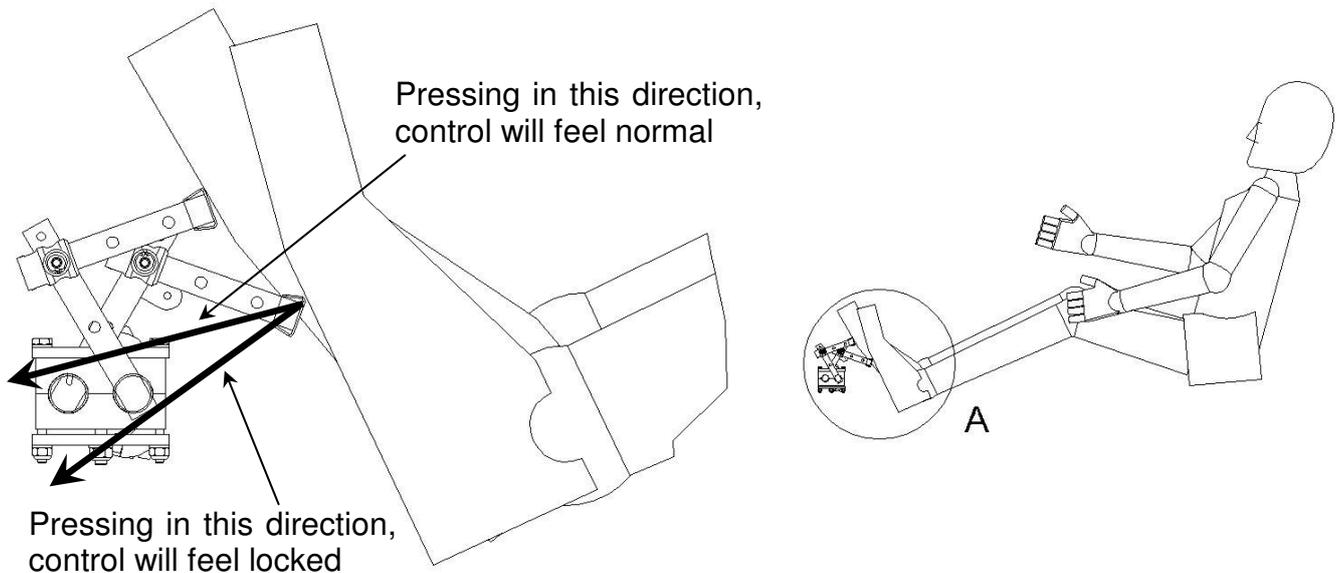


Figure 1 – Pedal Operation

3 Compliance – Implementation Schedule

3.1 Factory-Built Aircraft Requirements

Before further flight:

- Fit a bolt to the fully-out position hole on the adjustable pedal to prevent it's use. Figure 2 refers.

At the aircraft's next 100-hourly or annual inspection:

- Carry out the procedure detailed in Section 4 to limit pedal adjustment travel.

3.2 Kit-Built Aircraft Recommendations

Before further flight:

- Fit a bolt to the fully-out position hole on the adjustable pedal to prevent it's use. Figure 2 refers.

At the aircraft's next 100-hourly or annual inspection:

- Carry out the procedure detailed in Section 4 to limit pedal adjustment travel.

4 Procedure:

- Remove the travel-limiting roll pins from the adjustable pedals and remove the sliding pedal assemblies from the aircraft.
- Drill new $\text{Ø}2.5\text{mm}$ holes for roll pins 33mm forward of their original positions (or approximately 75mm from the front face of the pedal). A V-Block or similar must be used to ensure the hole runs accurately through the axis of the pedal shaft.
- Cut off the remainder of the sliding pedal shaft 5mm aft of the centre of the roll pin hole. De-burr the part.
- Replace the sliding pedals in the aircraft and fit new travel-limiting roll pins (pins are $\text{Ø}2.5\text{mm}$ x 20mm long)

- Check that the pedal slides freely in its travel and that the locking pin engages in both positions.

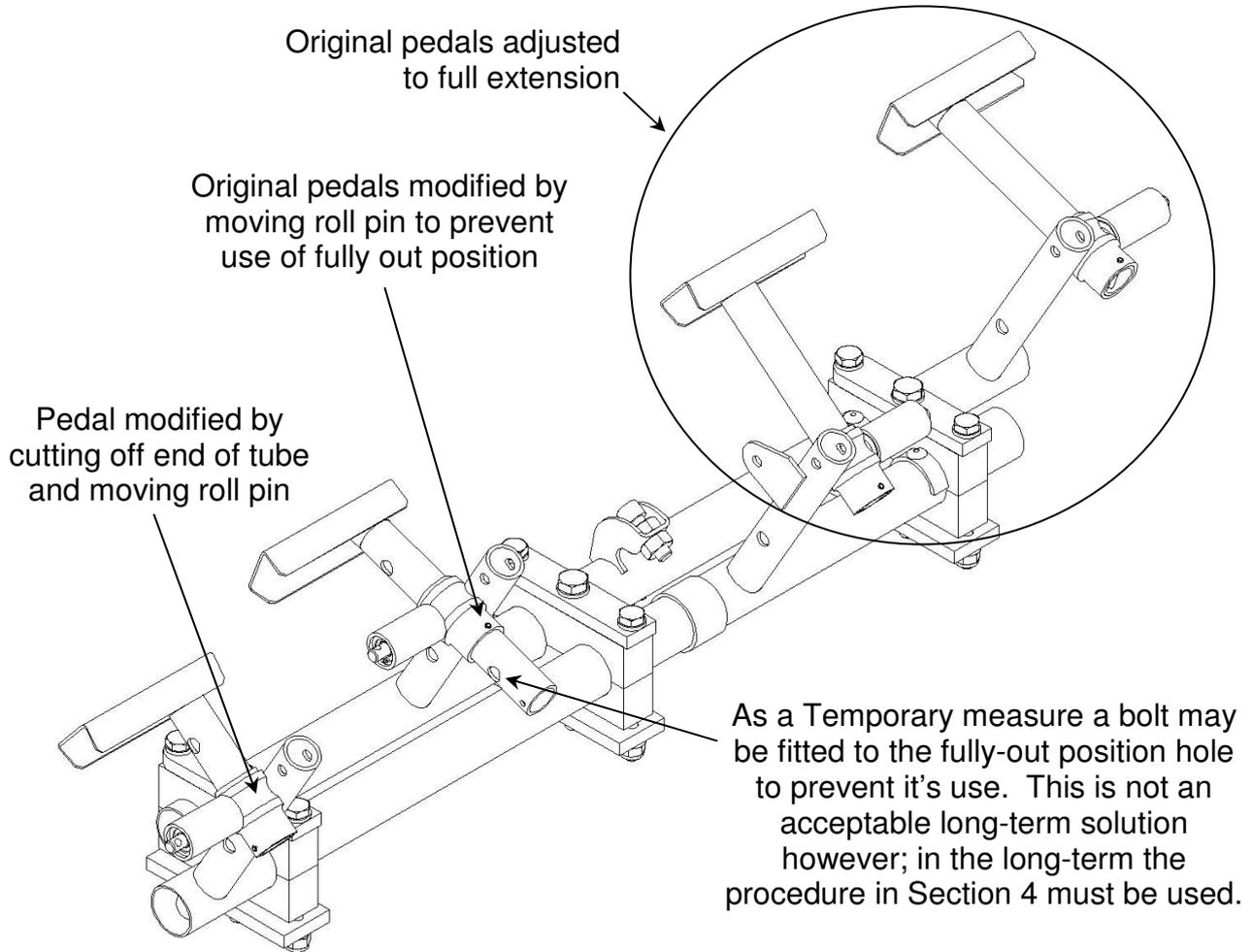


Figure 2 – Pedal Assembly Detail

5 Airworthiness Note:

- All work called for by this Bulletin must be carried out by authorised personnel. For the aircraft detailed herein this may mean the owner, an RA-Aus Level 2 holder, a Licensed Aircraft Maintenance Engineer (LAME) or equivalent – as appropriate to the aircraft's registration and use (Private or Air Work operations).
- On completion of the work, the authorised person must note the completion of the actions required by this bulletin in the aircraft's maintenance logbook. This note should include the date of the work and the identity (including licence number where appropriate) of the person carrying out the work.