



Sport Aviation Corp Ltd
Microlight Aircraft Defect Report

Reporter's Name:

11 / 6 / 17

Address:

Sonex -Tail wheel Steering arm screws failed

Aircraft Registratio

Microlight Type: SONEX Model: TRI-GEAR

Total Time in Service: - Airframe: 241.77 Hours Engine: 241.77 Hours

Hours Since last Inspection: 21 Report date: 9/5/17

Reporter:	<input checked="" type="radio"/> Owner	<input type="radio"/> Inspector	<input type="radio"/> Safety Officer	<input type="radio"/> Other	Circle One
Defect Type:	<input checked="" type="radio"/> Airframe	<input type="radio"/> Engine	<input type="radio"/> Instruments	<input type="radio"/> Other	
Location if Airframe:	<input type="radio"/> Fuselage	<input type="radio"/> Wings	<input checked="" type="radio"/> Tail	<input type="radio"/> Other	
Discovered During:	<input type="radio"/> Preflight	<input type="radio"/> Inspection	<input type="radio"/> Maintenance	<input checked="" type="radio"/> Flight	

Describe the defect in detail (attach photos and additional info as required): AIRCRAFT WOULD NOT RESPOND TO RODDER CONTROL INPUTS DURING LATER STAGES OF LANDING ROLL. ALSO UNABLE TO TAXI A/C DUE NO STEERING CONTROL. TWO STEERING ARM LOCATING SCREWS FOUND TO HAVE SHEARED OFF ON TAIL WHEEL ASSEMBLY

Describe the effects (if any) of the defect on airworthiness: A/C UNABLE TO TAXI DUE NO STEERING CONTROL

Describe remedial action taken and by whom: SHEARED SCREWS REMOVED + REPLACED

THE SAC TECHNICAL OFFICER ONLY - has assessed the above defect, approved remedial action and described below the outcome details for publication. (Add additional info as required)
In communication with Gavin Magill, the reportee, I advised him that a fix could be accomplished by the use of AN or MS Bolts which would have a higher shear loading and more effective in this position,(this.if they could be fitted.)

Signed: SAC Technical Officer: GHL Swan Date: 29 / 06 / 2017

SAC OFFICE USE ONLY:
Actioned by: _____ Signed: _____ Date: ____/____/____



Sport Aviation Corp Ltd

Problem Report

Report No
SAC use only

DESCRIBE PROBLEM: (What, where, when etc.)

A/C WOULD NO RESPOND TO RUDER CONTROL INPUTS DURING LATER
STAGE OF LANDING ROLL. A/C COULD NOT BE TAXIED DUE NO STEERING
CONTROL. INSPECTION FOUND TWO LOOSENING SCREWS IN TAIL WHEEL ASST
HAD SHEARED OFF.

Person Reporting: GAVIN MAGILL

Date/time: 11 / 6 / 17

SUGGESTED FIX: REMOVED SHEARED OFF SCREWS + REPLACE

Who is to fix it? (Owner): OWNER

HOW THE PROBLEM WAS FIXED: SHEARED OFF SCREWS REMOVED + REPLACED

Signature of person responsible:

Date/time: 11 / 6 / 17 :

ROOT CAUSE OF THE PROBLEM WAS: ~~UNKNOWN~~ UNKNOWN. STANDARD PREFLIGHT HAD
NOT IDENTIFIED ANY ISSUES. FAILURE OF SCREWS COULD HAVE BEEN DUE TO
A NUMBER OF POSSIBLE CONTRIBUTING FACTORS.

PREVENTATIVE ACTION REQUIRED TO STOP RECURRENCE: INSPECT SCREWS DURING PREFLIGHT
FOR SECURITY + INTEGRITY. REMOVE + INSPECT SCREWS ANNUALLY
+ REPLACE IF WORN OR SHOWING SIGNS OF FATIGUE.

SHOULD ANY SYSTEM BE IMPROVED?: NO

WHAT IMPROVEMENT WAS MADE: NO

SAC OFFICE USE ONLY

Improvement Action taken: Signed: GHL Swan Date/time: 29 / 06 / 2017 :

Designation: Sport Aviation Technical Officer

Circle Status: PENDING or **CLOSED**

Instructions for use: Where any checklist reveals an item not done; or something is unserviceable even temporarily; or any problem requires fixing; a problem Report of that date is to be raised.

Problem Reports are to be filed as PENDING or CLOSED. CLOSED files are grouped according to the similarity of problems. The PENDING file is to be reviewed weekly and, if possible, signed off and removed into the appropriate CLOSED file.

