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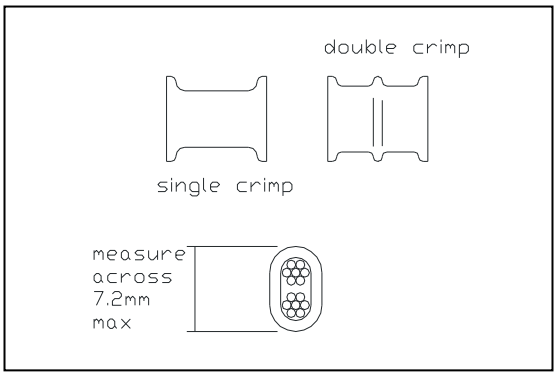
SERVICE BULLETIN

AIRCRAFT EFFECTED: Bushbaby, Explorer and Safari
BULLETIN NUMBER: SB017
ORIGINAL ISSUE DATE: 30-10-03
REVISION DATE: 01-11-2016
SUBJECT: Rudder cable crimp limits
APPLICABILITY: All KFA airframes
COMPLIANCE: Mandatory

Problem: There was a recorded case of a Bushbaby loosing rudder control due to a rudder cable ferrule failing.

Preliminary investigations indicate that the cable may not have been sufficiently swaged, resulting in the cable slipping through the ferrule.

Solution:



Cables installed before 30-10-03

1. Remove the protective shrink sleeve from the ferrule.
2. Visually inspect the ferrule ensuring that the ferrule has been crimped enough.
3. Ensure that there are two crimp areas of at least 5mm wide or a single crimped area of at least 9mm wide.
4. Check that the crimped area is at least 0.5mm from the ferrule edge.
5. Measure the diameter of the crimp. The diameter **should not exceed 7.2mm across the widest area**.
6. An AP must carry out the inspection as per attached inspection sheet.
7. Record the inspection in the aircraft logbook
8. Forward a copy of the attached report sheet and a copy of the signed log book page to the CAA.

Uninstalled cables

1. Install the cables according to the manual but use an **additional** ferrule at each cable end.
2. Extra ferrules can be ordered from the factory.
3. Inspect the crimps as for “**Cables installed before 30-10-03**”
4. An Ap must inspect the fittings at the "Proving flight Authority" inspection.
5. The inspection must be endorsed on the Service Bulletin page of the logbook.