



www.flylightning.net email: info@flylightning.net phone: 931-680-1781
2842 Highway 231 North, Shelbyville, TN 37160

Safety Alert	
Service Bulletin #	AASA-1-1-2013
Superseded Bulletin #	N/A
Issue Date	January 8 th 2013
Effective Date	January 8 th 2013
Limitations for Completion	Before Next Flight
Make & Model Affected	Lightning LS1 SLSA & ELSA
	SN78 thru SN154
Page 1 of 5	

1. Applicability:

All Lightning LS1 aircraft both SLSA and ELSA SN78-SN154

2. Background:

On January the 7th 2013 it was reported to an Airworthiness Inspector from the Birmingham FSDO by an Owner/operator that an LS1 had an elevator hinge pin work loose. The hinge pin did not come out of the hinge fully, it had worked out no more than 1/8" passed the last hinge roll.

See Figure 1 for reference.

3. Compliance with- Implementation Schedule.

Before the next flight the elevator hinges must be inspected. If the hinges pins are not protruding out the hinge roll than no further action is needed at that time. The hinges should be inspected at normal scheduled service intervals; ie engine service, annual condition inspections, ect, and of course part of the standard pre-flight procedures.

The hinge pin may protrude out of the hinge roll and is captured by the horizontal tail skin. This is acceptable and no further action is required. **See Figure 1.**

If the hinge pins are noted to be protruding, but no more than 1/8", the aircraft may be flown to a place qualified to comply with this safety alert. The aircraft may not be flown more than 3hrs to do so and only for the purpose of ferry to the Service Facility. **See figure 2.**

IF the hinges are protruding more than 1/8", than the aircraft must be grounded and this Safety alert complied with before the next flight.

In any event if the hinge pins are protruding and are not firmly captured by the tail skin the following procedure must be accomplished to safely resolve the issue.

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Arion Aircraft must be notified if this is found on the aircraft being inspected. Please notify us by email, phone, or regular mail. We need the SN and tail number of the aircraft when notified. Arion Aircraft Logs this in a data system for Continued Operation Safety Monitoring of the Fleet.

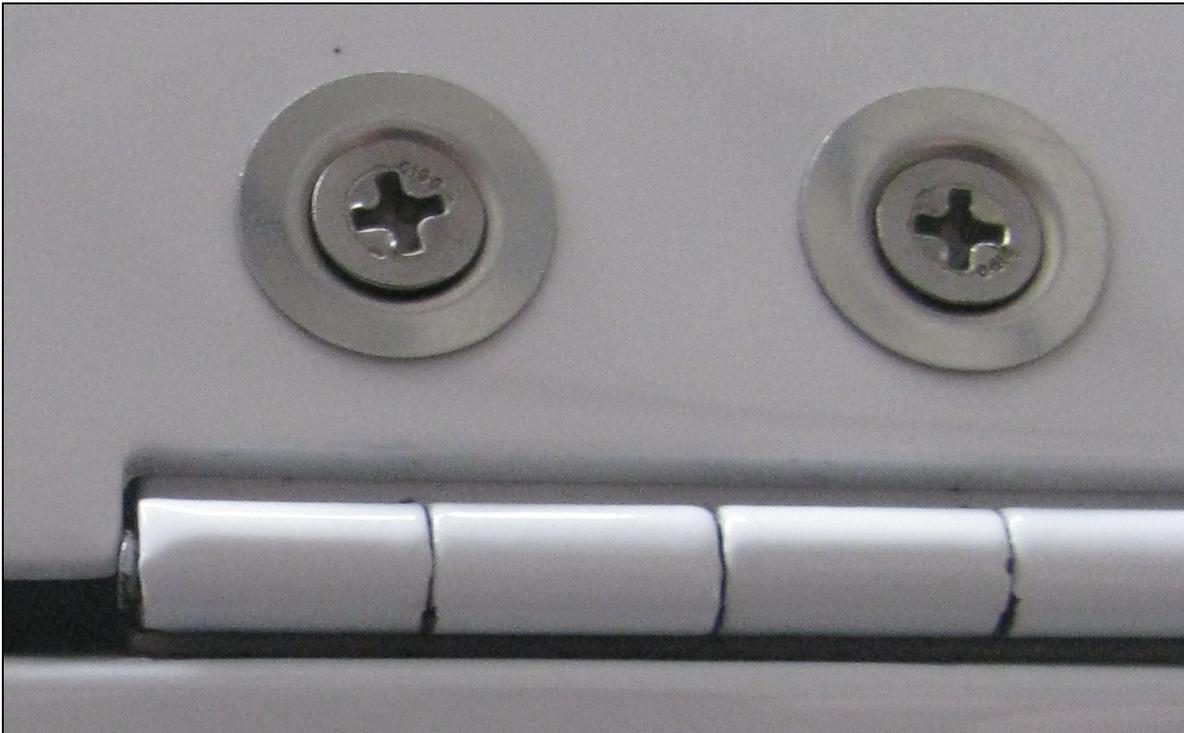


Figure 1. Hinge pin captured by tail skin. Acceptable.

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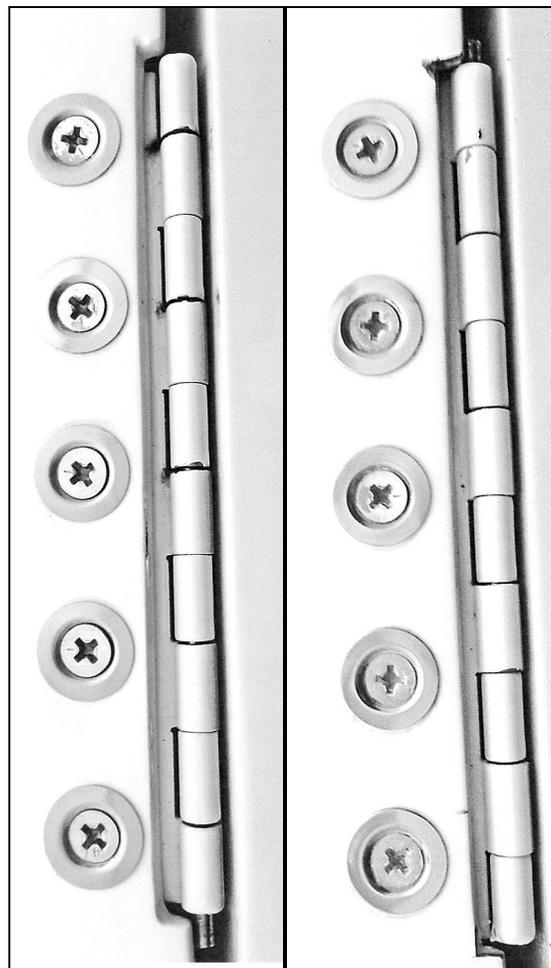


Figure 2. Note: Hinge pin protrudes past hinge leaf.

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4. Procedure:

1. Use a small punch to drive the hinge pin back into the hinge leaf. The pin is shorter than the leaf so you must inspect both ends to make sure the pins are equally seated in the hinge leaf.
2. Drill a 3/32" hole near the end of the outboard leaf rolls on each elevator hinge. This hole should be approximately center 1/8" from the end of the leaf roll. **See figure 3.**
3. Use a short piece of 0.032 safety wire to create a loop thru the hole. This will act as a keeper and not allow the pin to work out of the hinge leaf. **See figure 3.**

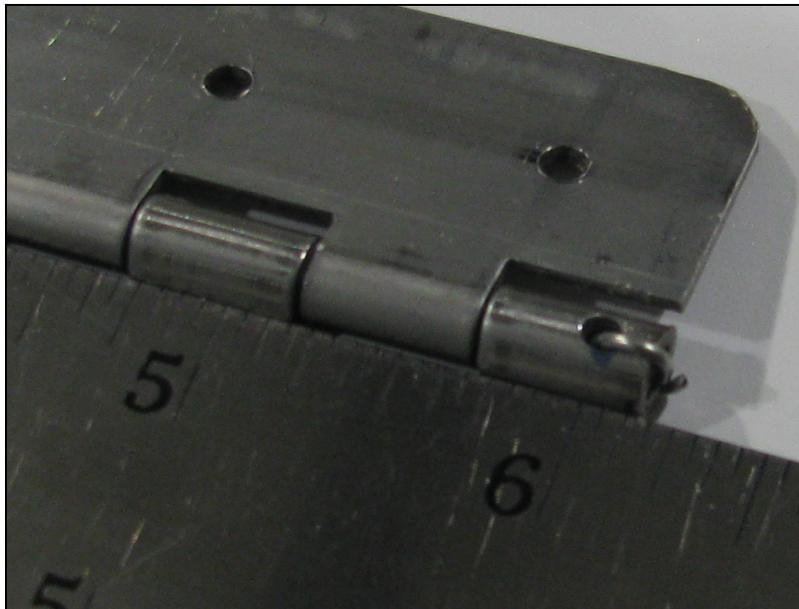


Figure 3. Safety wire pin keeper.



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5. Level of certification required for SLSA Lightning LS-1.

Any work called for by this letter must be carried out by personnel holding a Light Sport Repairman / Maintenance rating or a licensed A&P mechanic. On completion of the work, the authorized repairman must note the completion of the actions required by this letter in the aircraft's maintenance logbook. This note should specify what work was carried out, reference this Notification, indicate the date of the work and the identity (including license number where appropriate) of the person carrying out the work.

6. Authorization

Service work performed in accordance with this safety alert will not change the aircraft conformance to the applicable sections of the ASTM standards under which it was certified.

Arion Aircraft LLC