2141 ICON Way, Suite 100, Vacaville, CA 95688 - Tel: 707.564.4000 – www.iconaircraft.com

SERVICE BULLETIN

SB-101426-A

ID NUMBER & REVISION:	SB-101426-A	
SUBJECT:	NLG Bellcrank Down-Stop Retrofit	
RELEASE DATE:	23 October 2026	
EFFECTIVE DATE:	23 October 2026	
SUPERSEDES NOTICE:	N/A	
AIRCRAFT AFFECTED:	**MAKE & MODEL:**	ICON A5
	SERIAL NUMBERS:	00012, 00021-00074, 00076-00138, 00140-00150, 00152-00224
REQUIRED ACTION:	Install the new NLG Bellcrank with integrated down-stop	
TIME OF COMPLIANCE:	At the next scheduled maintenance interval (100-hour/annual)	
REVISION HISTORY:	**A** Initial Release	

LEVEL OF CERTIFICATION	☐	Pilot/Owner	☒	A & P
REQUIRED (any level checked	☐	LSA Repairman – Inspection	☒	Certified Repair Station
can perform task):	☒	LSA Repairman – Maintenance	☒	Manufacturer

PURPOSE:

ICON has received field service reports regarding Nose Landing Gear (NLG) collapse incidents occurring during landing or heavy braking, resulting in costly composite repairs for our owners. Engineering investigations indicate that system wear or improper rigging/maintenance can allow the NLG leg to extend beyond its intended position, potentially compromising system stability.

To address this condition, ICON has developed an improved NLG Bellcrank assembly with an integrated mechanical down-stop that limits gear extension. If the actuator attempts to extend the gear beyond this stop, the 7.5A NLG electrical fuse will intentionally open ("blow"), removing power to the actuator and securing the leg in a safe, extended position until the aircraft can be inspected.

WARRANTY:

For aircraft within their warranty period at the time of completion of this notice, ICON will cover parts and labor for the installation (up to 4.0 work hours at an agreed upon rate) under ICON's warranty program. Coverage applies only if the service bulletin is adhered to in its entirety, including the prescribed timeline. Please submit a warranty reimbursement invoice for the covered parts and labor allowed in this service bulletin (SB-101426-A).

ASSEMBLIES AND PARTS:

PART NUMBER	DESCRIPTION	QUANTITY
ICA012078	LUBRICANT, GENERAL PURPOSE (TEF-GEL)	As Needed
ICA011205	FUSE, 7.5A, EASYID	As Needed
S73HW2-100-125	RETAINING RING, CRES, 1.250X.050	1, As Needed

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SERVICE BULLETIN

SB-101426-A

IF APPLICABLE, SERVICE KITS:

KIT NUMBER	CONTENT PARTS	DESCRIPTION	QUANTITY
ME001232 (NLG BELLCRANK SUBASSY – KIT)	ME001231	NLG BELLCRANK SUBASSY	1
	S73HW2-100-043	RETAINING RING, CRES, .438X.025	2

INSTRUCTIONS:

NOTE: *This instruction is only valid for the 1.2 Nose Landing Gear configuration, as indicated by the list of affected aircraft.*

1. Verify that all previous Service Notices relating to the NLG system, including but not limited to SB-012624-A or SB-012724-A, have been completed as applicable.
2. Jack the aircraft. Alternately, support the nose and remove the MLG fuse.
    a. **CAUTION:** *Ensure the MLG fuse is removed if the aircraft is not jacked. Retracting the landing gear while supporting the weight of the aircraft may cause damage to the MLG system and/or the aircraft structure.*
3. Remove the NLG "Adjuster-bolt" Retrofit Bracket and hold down bolt by removing the central hardware. Take care not to damage the limit switch arms when removing the bracket. (Figure 1)

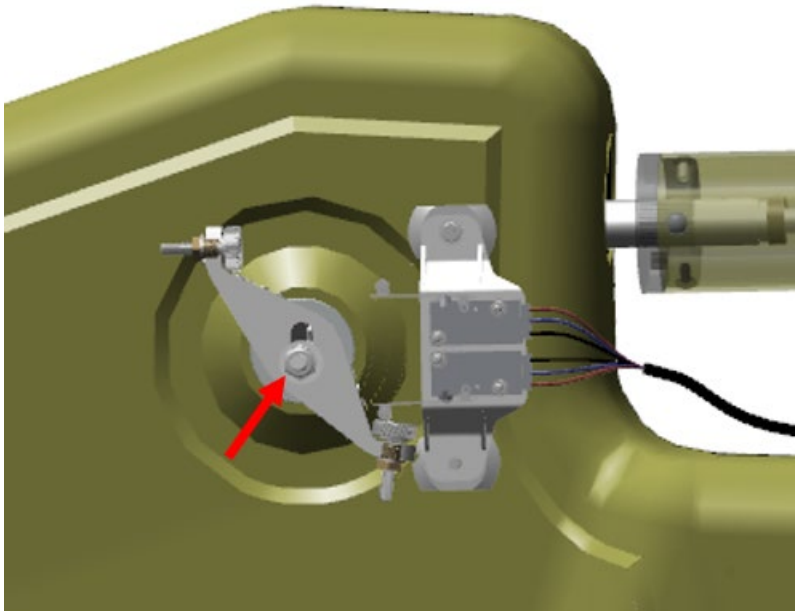


Figure 1 - Remove Adjuster Bolt Bracket

4. To create clearance for the NLG Bellcrank Shaft, disconnect the limit switch bracket assembly IAW MM limit switches IAW MM task 100359 (Install Nose Landing Gear Actuator).

5. Disconnect the drag link from the NLG Leg by removing the retaining ring that secures the wrist pin (Figure 2). Discard retaining ring.
    a. **NOTE**: *Take care to protect the NLG Leg and Door from damage when disconnected.*

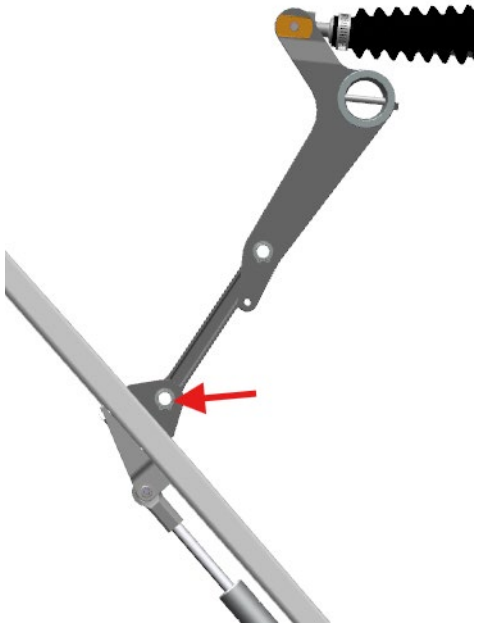


Figure 2 - Un-Pin Drag Link from Leg (NLG Box not shown)

6. Remove the bolt securing the Bellcrank to the NLG Bellcrank Shaft. (Figure 3)

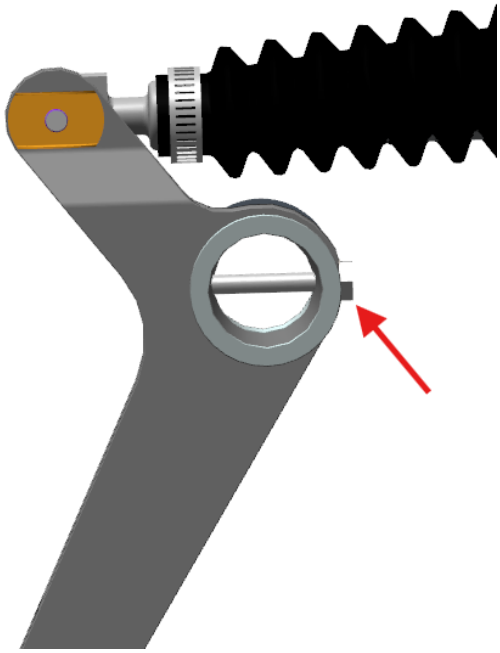


Figure 3 - Disconnect Bellcrank from Shaft (NLG Box not shown)

7. Disconnect the NLG Actuator from the Bellcrank by removing (and retaining) the hardware, including the bearing (Figure 4).

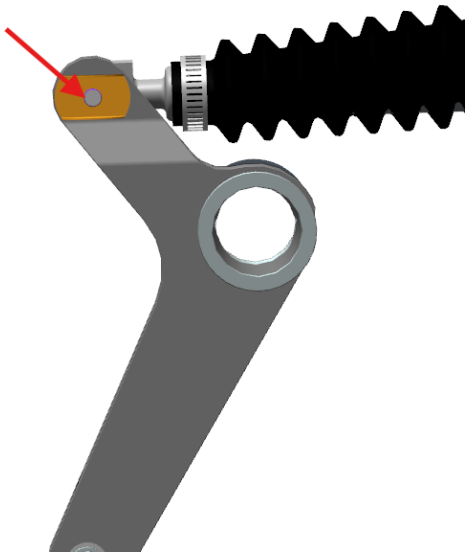


Figure 4 - Disconnect Actuator from Bellcrank (NLG Box not shown)

8. Carefully remove the large retaining ring from the RH side of the NLG Bellcrank Shaft, then remove the Shaft while holding onto the Bellcrank/Drag Link (Figure 5). Inspect the S73HW2-100-125 retaining ring for cracking or deformation and replace as needed.

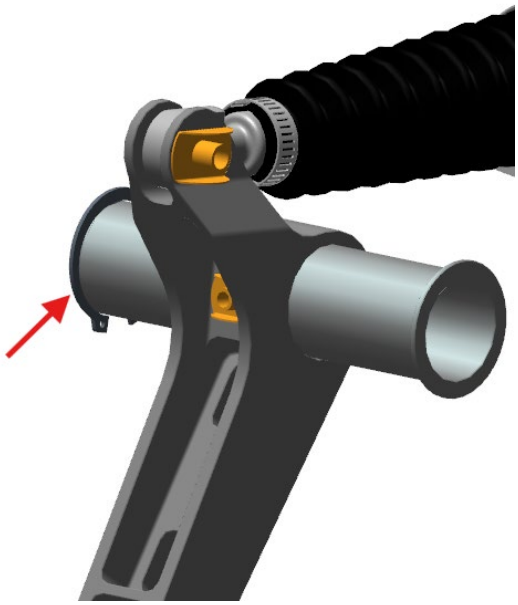


Figure 5 - Remove Retaining Ring from Bellcrank Shaft (NLG Box not shown)

9. Disconnect the drag link from the NLG Bellcrank by removing the retaining ring that secures the wrist pin (Figure 6). Discard retaining ring.

SERVICE BULLETIN

SB-101426-A

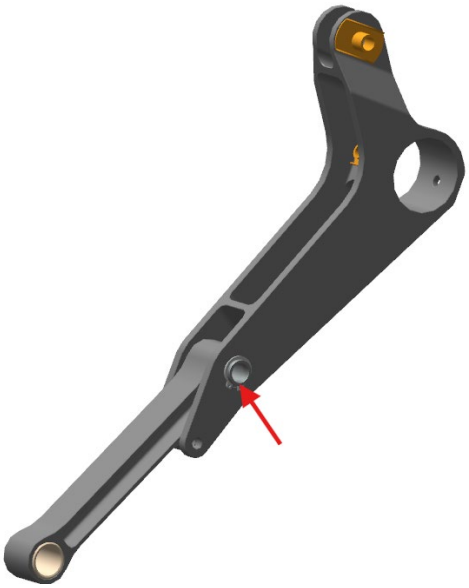


Figure 6 - Disconnect the Drag Link from the NLG Bellcrank

10. Install the drag link to the new NLG Bellcrank (Figure 7) using the removed wrist pin and new S73HW2-100-043 retaining ring (Figure 6).



Figure 7 - Old (left) and New (right) Bellcrank

11. Install Bellcrank Shaft through NLG Box and new NLG Bellcrank; secure with S73HW2-100-125 retaining ring. (Figure 5)
12. Install the retained actuator bushing (ICA008136), AN4C11A bolt (with ICA012078 lubricant) and NAS1149C0463R washer through the actuator; torque to 53 in-lb. Apply torque stripe. (Figure 4)
13. Align the holes in the Bellcrank and Shaft. Install the AN3C17A bolt (with ICA012078 lubricant) through the Bellcrank and Shaft; torque to 26 in-lb. (Figure 3)
14. Reinstall the NLG Retrofit Bracket IAW MM task 100849 (Replace Nose Landing Gear (NLG) Limit

Switch Retrofit Bracket) and the limit switches IAW MM task 100359 (Install Nose Landing Gear Actuator). (Figure 1)

15. Reinstall the drag link to the leg using the retained wrist pin and new S73HW2-100-043 retaining ring. (Figure 2)
16. Rig the NLG extended and retracted positions IAW MM tasks 100430 and 100419.
    a. When properly rigged, the drag link should not contact the Bellcrank. (Figure 8)

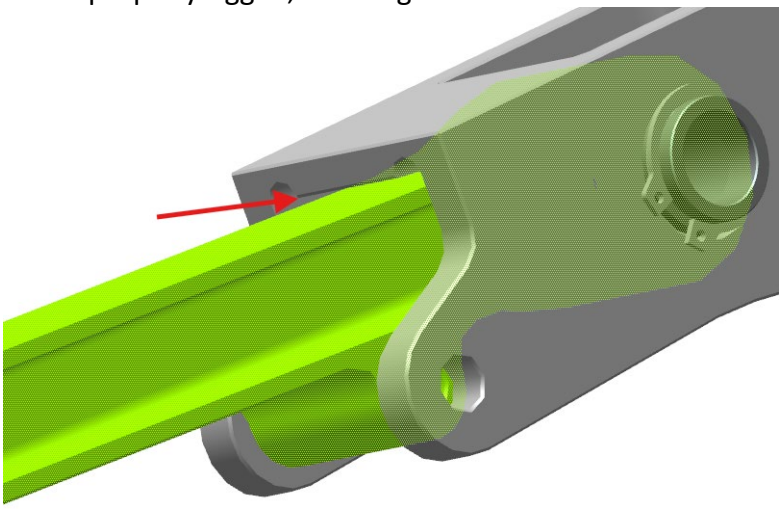


Figure 8 - Clearance Between Drag Link and Bellcrank

17. Lower the aircraft and reinstall the MLG fuse (if removed).
18. It is permissible to reassemble the aircraft, as required pursuant to maintenance and repair, in accordance with the latest release of the Aircraft Maintenance Manual, ICA000833.

Make the following logbook entry:

"The corrective action of Service Bulletin SB-101426-A (NLG Bellcrank Down-Stop Retrofit) has been complied with (ref. FAA Exemption 10829D)".

For aircraft registered outside the U.S., omit "(ref. FAA Exemption 10829D)" as applicable.

If you have questions, comments, or concerns about this Service Bulletin and/or if you are no longer owner/operator of this aircraft, please forward this information to the present owner/operator and notify ICON Aircraft at:

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(707) 564-4000
support@iconaircraft.com

Please include the aircraft registration number, serial number, your name, and if known the contact information of the new owner/operator.