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SERVICE BULLETIN

SB-110917 REV C

DATE ISSUED: 4/11/2018
DATE EFFECTIVE: 4/11/2018
SUPERSEDES NOTICE: SB-092917 and SB-110917 Rev B
SUBJECT: Forward Roll Pulley Bracket Reinforcement
AIRCRAFT AFFECTED: **MODEL:** ICON A5
S/N: ALL

REQUIRED ACTION: Install a retaining strap to improve Roll Pulley Bracket security.
TIME OF COMPLIANCE: At or before the next regularly scheduled maintenance event, but not to exceed the next one hundred (100) hours time in service from the effective date above.

REVISION STATUS: REV A – Initial Release
REV B – Indicated by changes bars, includes clarifying information on ply layup repairs, and allowable alternates for parts and consumable material.
REV C – Indicated by change bars, includes correcting the aileron deflection information.

PURPOSE:

ICON is committed to designing, manufacturing, delivering, and supporting a high quality Light Sport Aircraft, providing a level of safety well beyond expectations. ICON Aircraft has previously issued Service Bulletin SB-092917 to immediately address an ongoing airworthiness issue relating to the Roll Pulley Bracket (in particular the bracket attaching studs). The initial actions for this issue were presented in SB-092917 which covered inspections required to ensure continued airworthiness of the roll control system. These inspections included both an initial one-off inspection, followed by repeat “secondary” inspections. After completion of this Service Bulletin (SB-110917) the repeat “secondary” inspections are no longer required due to the addition of a failsafe strap to the Roll Pulley Bracket installation. As such, this Service Bulletin will supersede SB-092917 after completion.

TASK SPECIFIC TRAINING:

- 1) The composite repairs must be performed by an ICON Aircraft, Inc. trained technician.
- 2) Control system component removal, and subsequent re-rigging must be performed by an ICON Aircraft, Inc. trained mechanic with A&P Certificate.



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PARTS LIST:

<u>Quantity</u>	<u>Part Number</u>	<u>Nomenclature</u>
2	ICA012471	Strap, Pulley, Roll, Cockpit, Fwd.
2	ICA012472	Shim, Strap, Pulley, Roll, Fwd.
2	ICA012473	Shim, Strap, Pulley, Roll, Aft.
2 ²⁾ .	ICA009647	2 Ply Shim Stock
2 ³⁾ .	ICA009642	4 Ply Shim Stock
6	CN609CR3P	Nutplate
6	NAS1149C0363R	Washer
4	NAS1149C0316R	Washer
6	AN3C6A	Bolt
4	MS21043-3	Nut
A/R ¹⁾ .	Hysol EA9394	Adhesive
A/R ¹⁾ .	Hysol EA9396	Resin (part A and B)
A/R ¹⁾ .	ICA009478	Carbon Fiber Fabric, 2x2 Twill, 3K Woven
A/R ¹⁾ .	ICA012218	Adhesive Sealant, White (Sikaflex -295 UV)
A/R ¹⁾ .	3M, K20	Microballoons / Glass Bubbles
2	TY24MX	Cable Tie, Nylon 6-6
A/R ¹⁾ .	CB200	Adhesive, Acrylic Structural, 2 Part, Clickbond
2	ICA012104	Clip, Locking, Turnbuckle, .042 Wire
2	MS21256-1	Clip, Lkg, Trnbkl, 1.078

Consumable Materials

A/R ¹⁾ .	TT-I-735A ⁴⁾ .	Isopropyl Alcohol
A/R ¹⁾ .	Stitch Ply G ⁴⁾ .	Peel ply
A/R ¹⁾ .	Airweave ⁴⁾ .	Breather (S, N-4, N-7, N-10)
A/R ¹⁾ .	A4000RP3 ⁴⁾ .	Perforated Release Film
A/R ¹⁾ .	Stretchlon 200 ⁴⁾ .	Vacuum Bagging Film
A/R ¹⁾ .	Isopropyl Alcohol	Cleaning Solvent
A/R ¹⁾ .	Cure Sealant Tape	AT-199, GS-100, GS-213 or Butyl

- 1). Quantity is as required.
- 2). 2.5" dia. disk of shimstock.
- 3). 1.5" dia. disk of shimstock.
- 4). Or equivalent.



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INSTRUCTIONS:

NOTE: The following instructions MUST be applied to both sides of the aircraft (i.e. roll pulley bracket ICA007620 on the RH side and ICA007621 on the LH side).

1. For each Roll Pulley Bracket (RHS: ICA007620 and LHS: ICA007621) complete the following (locations are identified on Figure 2). Note the bonds can be completed at once, or in separate bond operations (see also Figure 6):
 - a. Remove the following components to gain access to the subject repair areas:
 - i. Remove both Cup Holders from the Main Cockpit Sidewall Panels.
 - ii. Remove both LH and RH Armrest Pads.
 - iii. Remove both the LH and RH Main Cockpit Sidewall Panel assemblies and retain hardware.
 - iv. Remove LH and RH Seatbacks and Seatpans and retain hardware (note this also requires removal of the Baggage Floors and Seatback Closeout.
 - v. Disconnect the roll cable from the bottom of the Control Stick Pivot Arm. Retain hardware.
 - vi. If required, remove nylon cable ties securing the wiring loom in the vicinity of the RH Side Roll Pulley Bracket to allow minor temporary loom relocation for clearance during the repairs. Protect / shield the loom from damage during repairs.
 - b. Remove both Roll Pulley Brackets and associated hardware such that only the two protruding studs in the fuselage skin remain. Note the following:
 - i. Note the aircraft side from which each Roll Pulley Bracket came (recommend marking the part accordingly with fwd. and hand prior to removal).
 - ii. Special tool(s) may be required to facilitate removal of the two nuts securing the bracket.
 - c. Bond a Reinforcement Strap to the existing Pulley Bracket (ICA007620 or ICA007621 depending upon the side). Note the following:
 - i. Use the existing stud holes to achieve correct location of the strap.
 - ii. The Reinforcement Strap should be nested inside the Roll Pulley Bracket. See Figure 6.
 - iii. Ensure the fwd. end of the pulley bracket has the double lug side of the strap protruding (see Figure 6 below).
 - iv. Prepare all surfaces to be bonded in accordance with the “General Notes – Surface Protection” section of this Service Bulletin.



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- v. Bonding adhesive to be Hysol EA9394, with resin mixing, cure and cleanup in accordance with resin manufacturer's instructions.
- d. Bond the Fwd. Shim and the Aft Shim to the underside of the lugs on the Reinforcement Strap. Note the following:
 - i. Ensure the Shims align with lug holes (released hardware can be used if required).
 - ii. Ensure that any gap between Pulley Bracket and Shims are filled with adhesive.
 - iii. Ensure that the Shim surface is flush or slightly sub-flush (by .020" max.) from the corresponding surface of the Pulley Bracket to ensure "clamp-up" of the strap on the pulley bracket on final installation.
 - iv. Prepare all surfaces to be bonded in accordance with the "General Notes – Surface Protection" section of this Service Bulletin.
 - v. Bonding adhesive to be Hysol EA9394, with resin mixing, cure and cleanup in accordance with resin manufacturer's instructions.
- 2. Test fit the Modified Pulley Bracket with bonded Reinforcement Strap to the fuselage. Note the following:
 - a. This may also require match drilling the strap to the existing pulley bracket stud hole locations (depending upon whether the strap is pre-drilled or not). Hole dia. is .190" to .197" at two locations.
 - b. Ensure the pulley bracket with Reinforcing Strap can fit / locate onto the existing studs and sit flat against the fuselage skin without interference with the surrounding core ramps.
 - c. If required, it is acceptable to chamfer the interfering corner of the Shim(s) (ICA012472 and/or ICA012473) a max. of 45°x.070" to alleviate core ramp interference. Do not remove any material from the Strap (ICA012471) if this chamfer is conducted.
- 3. If interference with the adjacent core ramps is detected in the preceding steps (critical regions shown in Figure 5), and cannot be alleviated by the noted allowances, complete the following:
 - a. Grind away Fuselage Skin B-side plies and underlying core to achieve a .25" minimum clearance to the edge of the Roll Pulley Bracket when it is in the "installed" position (note the .25" minimum clearance is only valid if the core shows interference during the trial fit and gives a limit to which core must be removed. If there is no interference, and the core ramp terminates less than .25" from the edge of the strap, it is acceptable, and preferable, to install the strap without core modification). Resulting core bevel should



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maintain a 2:1 taper ratio (width to height) in all locations. Do not remove any more material than is required to achieve the above-mentioned clearances.

- b. Repair the B-side plies in accordance with the following instructions:
 - i. Working away from the trimmed B-side laminate edge, scarf the laminate (thinnest at the trim edge, thickest away from the edge) to expose a minimum of .5-inch length per ply. This is a blend ratio of approximately 60:1. Note there should be only three plies affected by this blend, making a total blend width away from the trim edge of 1.5".
 - ii. Prepare the surface of the laminate for wet layup repair in accordance with the "General Notes – Surface Protection" section of this Service Bulletin.
 - iii. Wet layup repair plies over the exposed core and the surrounding scarfed areas in accordance with the following instructions:
 1. Environmental conditions are to be as defined in the "General Notes – Facilities and Equipment" section of this SB.
 2. Use carbon fiber fabric (P/N: ICA009478) with resin (Hysol EA9396).
 3. Plies are to be staggered with smallest ply down first, and subsequent plies overlapping by .5" (nom.). Repair ply orientations to be [± 45 , ± 45 , ± 45] where 0 degrees is aircraft forward.
 4. Layup one additional ply overlapping all repair plies by .5" (min.). Ply orientation to be 45 degrees. Figure 7 and Figure 8 clarify this ply coverage (select appropriate figure depending upon where core removal is required).
 5. Vacuum bag in accordance with the instructions in the "General Notes – Vacuum Bagging" section of this Service Bulletin.
 6. Cure in accordance with the instructions in the "General Notes – Curing" section of this Service Bulletin.
4. Match drill the Fuselage Skin and bonded Spacers to the holes in the Reinforcement Strap. Drill dia. .190" to .197", at three locations on each side. Note the aft bolt hole will likely require a 90-degree drill attachment.
5. Locate and cut a 1.25" to 1.5" dia. access hole at a point equidistant between the two existing Roll Pulley attachment studs. See Figure 9.
6. Through the access hole drilled in section 5, install 3 x nutplates (CN609CR3P) using CB200 in accordance with Clickbond Process Specification CBPS-206 (note surface preparation and bonding instructions). Figure 10 shows these nutplates installed on the A-side of the fuselage.



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Note: Due to existing stud base dia. and associated squeezeout, nutplates may be prevented from sitting flat on the fuselage skin. In such a case, it is acceptable to bond (using Hysol EA9394) pieces of pre-cured shim stock to the back (hidden) side in the nutplate footprint regions to present flat surfaces for the nutplates.

7. Close the access hole using a backing plate (pre-cured disk of shim stock, 2 plies - ICA009647) bonded to the back (hidden) side of the fuselage skin using Hysol EA9394 or CB200. If required, it is acceptable to slit, cut in half, and/or drill the disk to facilitate passage through the access hole providing the result is sealed. Disk overlap to fuselage skin to be .25" to .5". Surface preparation, resin mixing cure and cleanup in accordance with resin manufacturer's instructions. Ensure adequate squeeze-out all around disk and secure to prevent shift during cure.
8. Bond a 4 ply pre-cured disk of pre-cured shim stock (ICA009642) to the backing plate to fill the hole using Hysol EA9394 or CB200. This bond may be completed in the same step as the preceding pre-cured disk bond operation. Ensure the resulting face to which the modified Roll Pulley Bracket is attached is flush or slightly sub-flush with surrounding fuselage skin to ensure correct seating of the modified Roll Pulley Bracket when installed. Surface preparation, resin mixing cure and cleanup in accordance with resin manufacturer's instructions.
9. Trial fit the modified Roll Pulley Bracket and gap check faying surfaces. Liquid shim any gaps greater than .020" using Hysol EA9394 on the fuselage skin to present a flat interface surface. Release bracket side using appropriate release tape.
10. Wet install the modified Roll Pulley Bracket and associated hardware with bonded Reinforcement Strap. Note the following:
 - a. Wet install sealant (ICA012218) is to be applied to all faying surfaces and hardware. Clean squeeze out to a smooth fillet and allow to cure in accordance with sealant manufacturer's instructions.
 - b. Seat pulley bracket against fuselage skin, tighten the two MS21043 nuts until the nut experiences a sharp rise in torque, and then torque another 1/6 turn.
 - c. Torque AN3 bolts to 25 – 28 in.lb.
11. Re-install and rig the roll system in accordance with the following procedure:

Note: All hardware used or re-used must be assessed by the installing technician as serviceable.

 - a. If the roll pulleys were removed, re-install the bolts as shown in Figure 12 and torque to 48 in-lb., if the Keeper pins were removed re-install with a new MS25665-151 cotter pins.
 - b. If removed, connect the lower roll cable Turnbuckle Rod End to the bottom of the Stick Pivot Arm as shown in Figure 4. Torque hardware to 20 in-lb.



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- c. Connect the Roll Cable Turnbuckle to the Rod End still attached to the cockpit control stick at the same time as connecting to the Roll Cable such that the threads are balanced. Ensure when tightening the turnbuckle that the cable is held as to not wind the cable. Do not fully tension the cable system during this step.
- d. Install .1875” rig pins at both roll sockets, left side control stick base, and .250” rig pin in the center section pitch sector as shown on Figure 3.
- e. Slowly rotate the lower roll control cable turnbuckle (ensuring that the cable not wound up during the tension process) on the replaced cable until the cable tension is set at 25-30 lb. as measured in the locations shown on Figure 3. Measure all three locations and adjust the other cables if they are not 25-30 lb. tension.
- f. Once tensions are set, secure turnbuckle using MS21256-1 locking clip.
- g. Clip the Rod End to Turnbuckle using a ICA012104 locking clip or .041 safety wire to lock the Turnbuckle in place.
- h. Remove all four rig pins.
- i. Unfold the wings and verify that the aileron rigging is within the specification in Table 1. If the specified tolerances are not met, contact ICON Aircraft for further instruction.
- j. Reassemble the aircraft in accordance with the latest A5 maintenance manual.

Aileron	
Nominal Position	Definition/Tolerance
0	In line with flap trailing edge $\pm .02$ ” with flaps in the full up position
Trailing Edge Down	$15 \pm 2^\circ$ relative to 0 position
Trailing Edge Up	$25 \pm 2^\circ$ relative to 0 position

Table 1: Aileron deflection angle specification.

- 12. Re-install all components and subassemblies removed in section 1.a. Installation is by reverse procedure to removal.



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GENERAL NOTES:

Facilities and Equipment:

Layup and Ply Cutting Areas:

1. All operations shall be conducted in an environment that will be controlled to limit contaminants that are detrimental to the integrity of the laminate, material preparation, and lay-up process. No operations that generate dust or particle matter shall be allowed in the layup and storage areas. Positive air pressure in the layup area is highly recommended to avoid unwanted contamination entering via negative air pressure carrying airborne particles and dust into the area where prepreg is being laid up or stored. If no positive pressure in the layup area exists, then periodic testing of shop area cleanliness shall be performed to determine that layup areas remain free of any dust or airborne contamination.
2. No uncured silicones, silicone-based lubricants or release agents shall be allowed in material preparation or lay-up areas.
3. All hand creams and lotions used by shop personnel shall be reviewed and approved by manufacturing source prior to being allowed on the shop floor in layup areas. No uncontrolled use of hand creams is allowed. As a minimum, no silicones shall be allowed in any hand cream used in the layup or handling of uncured prepreg.
4. No uncontrolled sprays, aerosols, waxes, or mold release materials will be allowed in the lay-up area.
5. Operations will be conducted in a manner that limits the chance of inadvertent contamination. Only personnel involved with the lay-up operation shall handle materials.

Environmental Conditions:

1. Temperature and humidity shall be controlled for material handling and layup. The critical environmental conditions envelope is shown in Figure 1:



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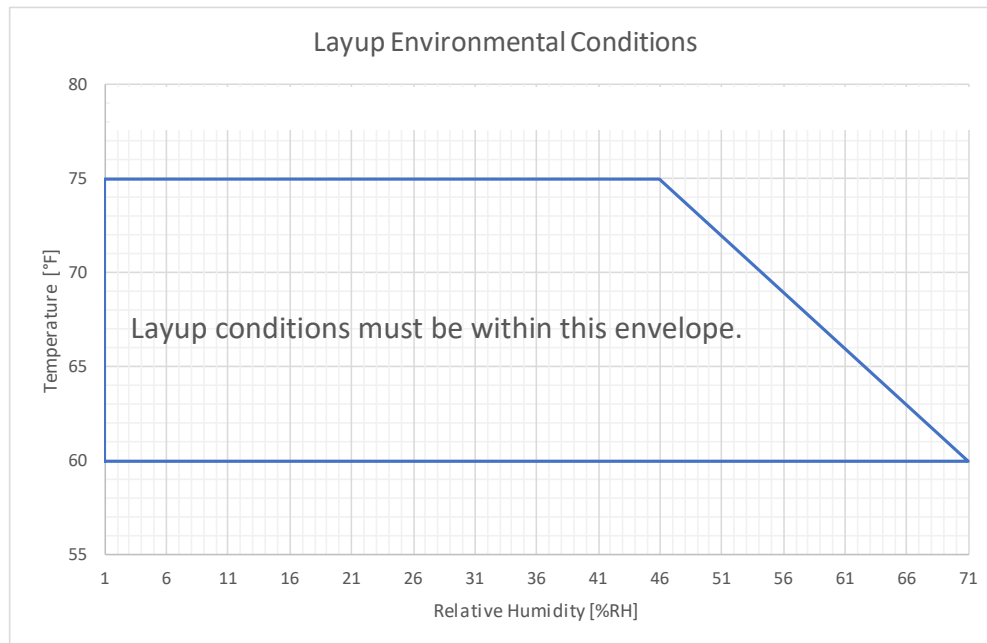


Figure 1: Layup Environmental Conditions.

Surface Preparation:

General:

1. The subsequent composite repair operation should be completed as soon after the cleaning operation as possible. Adhesive must be applied within 12 hours of starting surface preparation.
2. If storage is necessary, special precautions should be taken so that prepared surfaces do not become contaminated. All parts should be tightly wrapped or placed in airtight and oil-free containers.
3. Prepared surfaces never be touched with bare hands – even wiping the surface with a clean cloth can affect the bond.
4. Clean gloves shall be worn while handling materials and cleaning equipment.
5. When heating structures to reverse fluid ingestion, local air temperatures shall not exceed 200 °F and part temperatures shall not exceed 195 °F.
6. Any fluids present within the structure that do not dry completely or that dry leaving residue (oils, fuels, hydraulic fluids, etc.) require further assessment. Contact ICON Aircraft for further support in such cases.



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7. When preparing surfaces by abrading, hand-sanding or use of orbital sanders are the preferred. Care must be exercised not to apply excessive pressure on the sander, as it can easily damage the laminate. The grade of sanding paper is to be chosen to suit and give a smooth finish. Do not use grinders, air files, or other single-action tools as they tend to intensify pressure.
8. When preparing surfaces by abrading, a tracer coat is to be applied using a permanent marker to indicate the preparation area and maximum depth to abrade. Do not damage the laminate by sanding beyond the tracer coat.
9. If fiber damage is apparent, stop work and consult ICON Aircraft for further instructions.
10. If surface contamination is suspected, re-prepare the surface in accordance with this Section.
11. To prevent FOD, frequently remove debris with clean dry compressed air and a vacuum.
12. When blending, trimming, drilling, or abrading composites, carbon dust is released into the air. The operator shall utilize appropriate protection (typically a respirator) to prevent dust inhalation.
13. Surface preparation of composite materials is considered a composite repair operation; as such, all operations described herein shall be conducted in an environment that is in accordance with the “General Notes – Facilities and Equipment” section of this SB.
14. Suitable facilities for surface preparation of composites shall be used. Ensure there is sufficient lighting to permit safe completion of tasks.

Personnel should be familiar with the safety precautions, aircraft structure, materials, finishes, and susceptibilities to damage.

Instructions:

1. Solvent clean the affected surface in accordance with the following instructions:
 - a. Acquire two clean, dry, non-abrasive, lint-free cloths. Dampen one cloth with solvent. The cloth should not be saturated to a point where solvent drips.
 - b. Thoroughly clean a small area with the cloth dampened with solvent and immediately wipe the area completely dry with the clean dry cloth. Do not allow solvent to air dry as a residue will remain on the surface, contaminating any process to follow.
 - c. Repeat this cleaning process until no discoloration is noted on the drying cloth.
 - d. Notes:
 - i. Isopropyl alcohol (99% pure) is the only solvent cleaning agent approved for use on composite surfaces.



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- ii. Do not allow solvents to come into contact with non-composite plastics (acrylics, etc.) as crazing or other damage may occur.
 - iii. Only clean, dry, non-abrasive, lint-free cloths shall be used when solvent cleaning.
 - iv. When handling cleaned surfaces, wear clean, white cotton gloves to prevent surface contamination. Surfaces shall be re-cleaned in the event of contamination.
 - v. Fold cloths in such a manner as to eliminate raw edges to reduce the possibility of lint contaminating the surface to be cleaned.
 - vi. Never pour or spray cleaning solvent on aircraft structure as it may run back between structural layers, then run back out again after the cleaning operations are completed, bringing contamination to surfaces previously cleaned.
 - vii. When solvent cleaning closed areas, eliminate spark hazards, electrically ground the aircraft, and fill the enclosed area with an inert gas such as argon or nitrogen. Apply the inert gas continuously until the tank is clean and dry.
 - viii. If cleaning for bonding purposes, always clean an area larger than the bond area to prevent unintended contamination. Work from center of cleaning area outward. Do not allow cloth to contact unclean areas and migrate into those that have been cleaned.
 - ix. Do not solvent clean the airplane if surface temperatures exceed 80 °F.
 - x. Suitable facilities for cleaning shall be used. Ensure there is sufficient lighting to permit safe cleaning. Do not solvent clean the airplane in direct sunlight.
 - xi. ICON qualified, and trained personnel shall perform solvent cleaning. Personnel should be familiar with the safety precautions, aircraft structure, materials, finishes, and susceptibilities to damage.
2. Dry the structure in accordance with the following instructions.
- a. If necessary, remove bulk water with vacuum.
 - b. Absorb all remaining visible liquid with a clean, non-abrasive cotton towel.
 - c. Using an appropriate heat source, apply heat to the structure to finish drying. When heating structures, local air temperatures shall not exceed 200 °F and part temperatures shall not exceed 195 °F. To prevent thermal stress, do not allow the structure to heat at a rate of more than 5 °F per minute.
 - d. Monitor the applied heat and part temperatures for two hours.



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- e. Remove heat. To prevent thermal stress, do not allow the structure to cool at a rate of more than 15 °F per minute.
- f. Let structure cool to room temperature before proceeding.
3. Carefully abrade the surfaces to be bonded in a random pattern. Replace or clean sandpaper often. Abrade with 100% coverage until any surface gloss has been removed. Do not attempt to remove gloss from pinholes or crevices, as the laminate will be damaged. If fiber damage is apparent, stop abrading and contact ICON Aircraft for further instructions.
4. Visually inspect the prepared surfaces to ensure no laminate damage has occurred.
5. Solvent wipe the abraded surface in accordance with step 2 above.

Vacuum Bagging:

1. Vacuum pressure for repairs in accordance with this Service Bulletin must be within the tolerance band of 15in.Hg to 25in.Hg for the duration of the cure.
2. For standard wet layup laminate repairs, the consumable materials are to be stacked and the repair vacuum bagged as follows:
 - a. Peel ply is to be applied over the repair plies.
 - b. Perforated release film to be applied over the peel ply. Overlap as required to prevent bridging, however, avoid unnecessary overlaps. Where possible, exceed edge of laminate by 1.0 inch (minimum).
 - c. Breather to be applied over the Perforated Release Film (over the entire laminate). Overlap as required to prevent bridging, however, avoid unnecessary overlaps. Breather overlap should not exceed 0.50 inch. Where possible, exceed edge of the laminate by approximately 2.0 inches. Ensure vacuum path is complete. Breather shall not be allowed to contact laminate.
 - d. Position vacuum fitting(s) such that they are not be in direct contact with any laminate. They must also not be placed over any wet lay repair plies (this includes on breather above wet lay laminate).
 - e. Vacuum bag is to be applied over the Breather. Vacuum to be achieved is defined in Section 1 above. Seal the periphery of the bag to the part. Pleat vacuum bag as necessary and especially in corners and radii. Apply vacuum and check for bridging.



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- f. Conduct a Vacuum Test:
 - i. Apply full vacuum to part. When vacuum stabilizes, disconnect from the vacuum source.
 - ii. Connect vacuum gauge to part, check rate of leakage. Ensure vacuum loss of 3 inHg in five minutes is not exceeded. Locate and seal any leaks.
 - iii. Repeat until Vacuum Test is passed.
 - iv. If, for any reason, bag integrity is lost after completing test, repeat test.

Curing:

1. Wet layup cure for Hysol EA9396 is to be in accordance with the following:
 - a. Pre-cure undisturbed at room temperature until resin is “set” (not sticky when touched).
 - b. Cure for 5 days at 77°F, OR 2 hours at 160°F. Temperature ramp rate to be 1°F to 5°F per minute.

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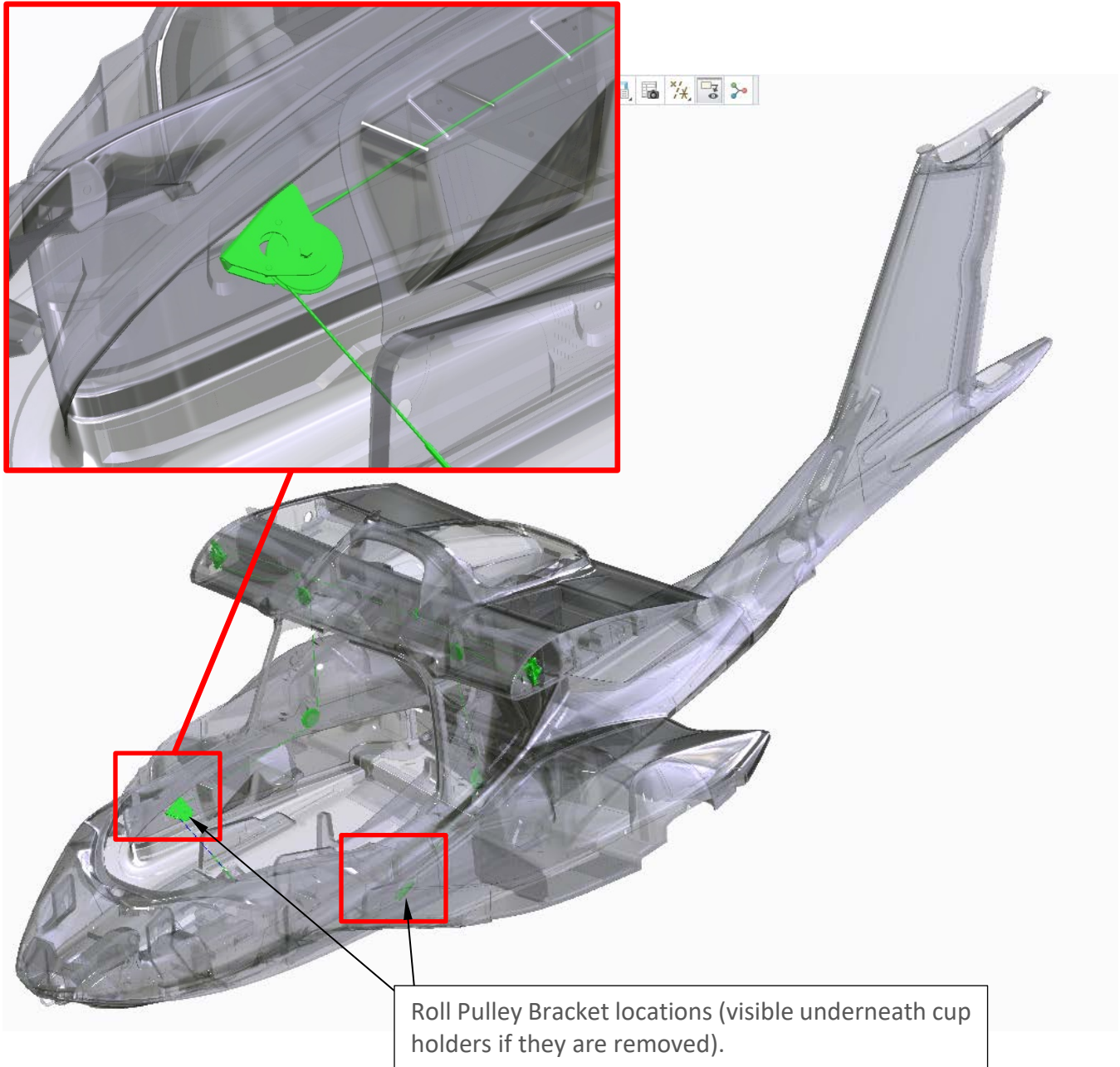
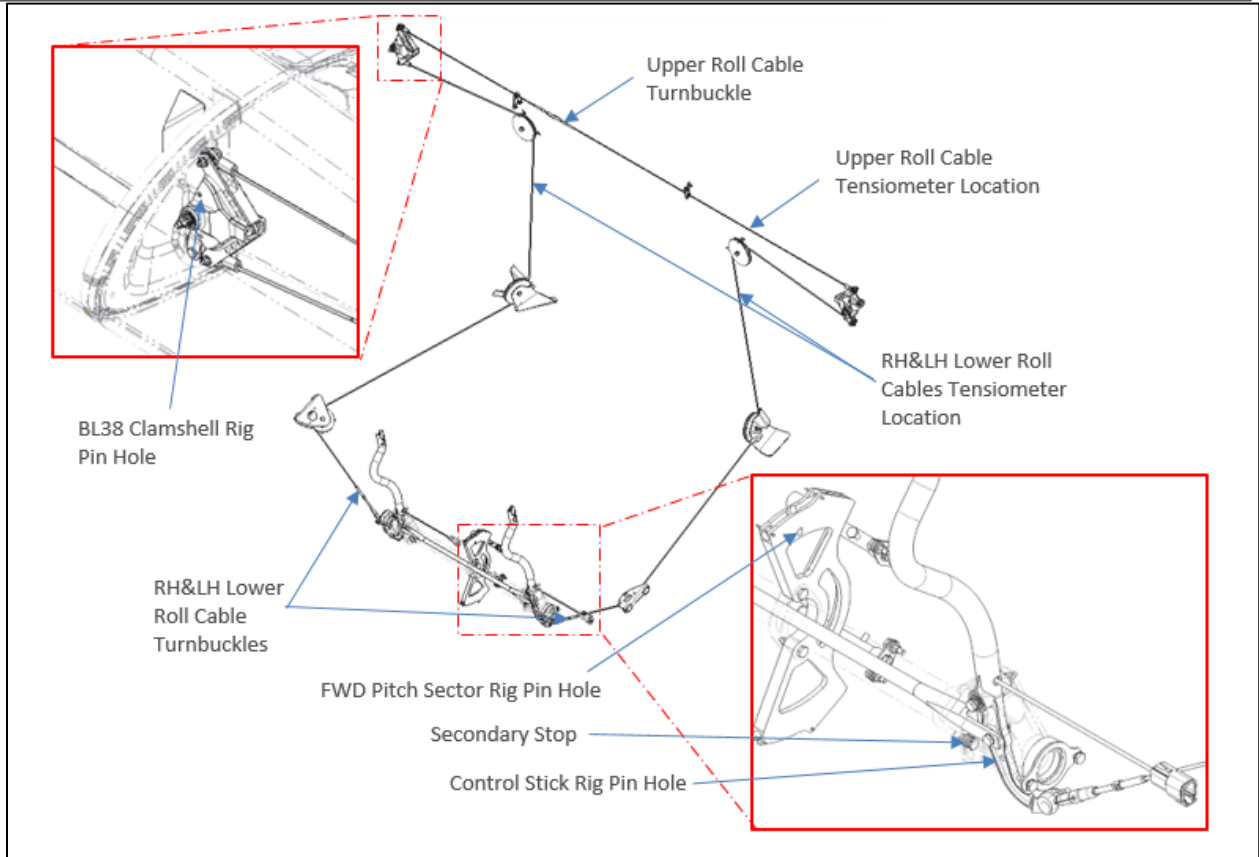
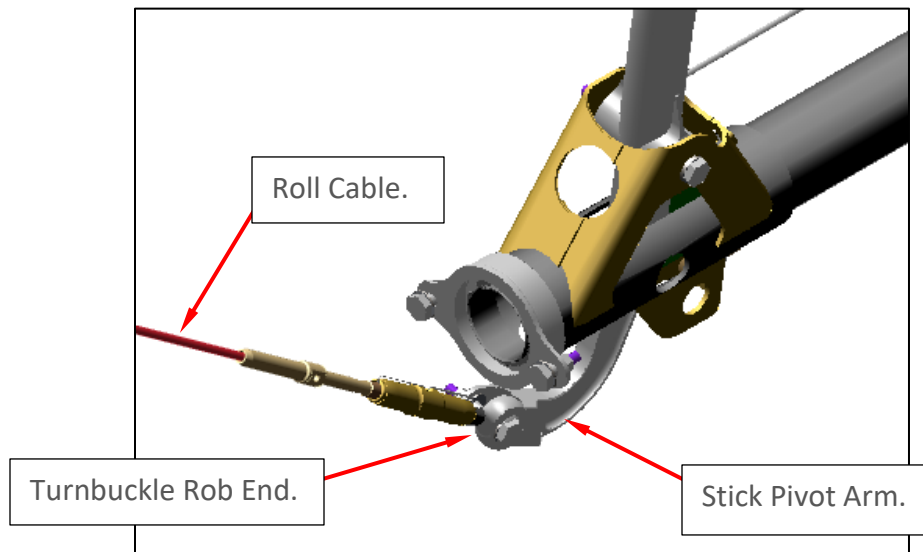
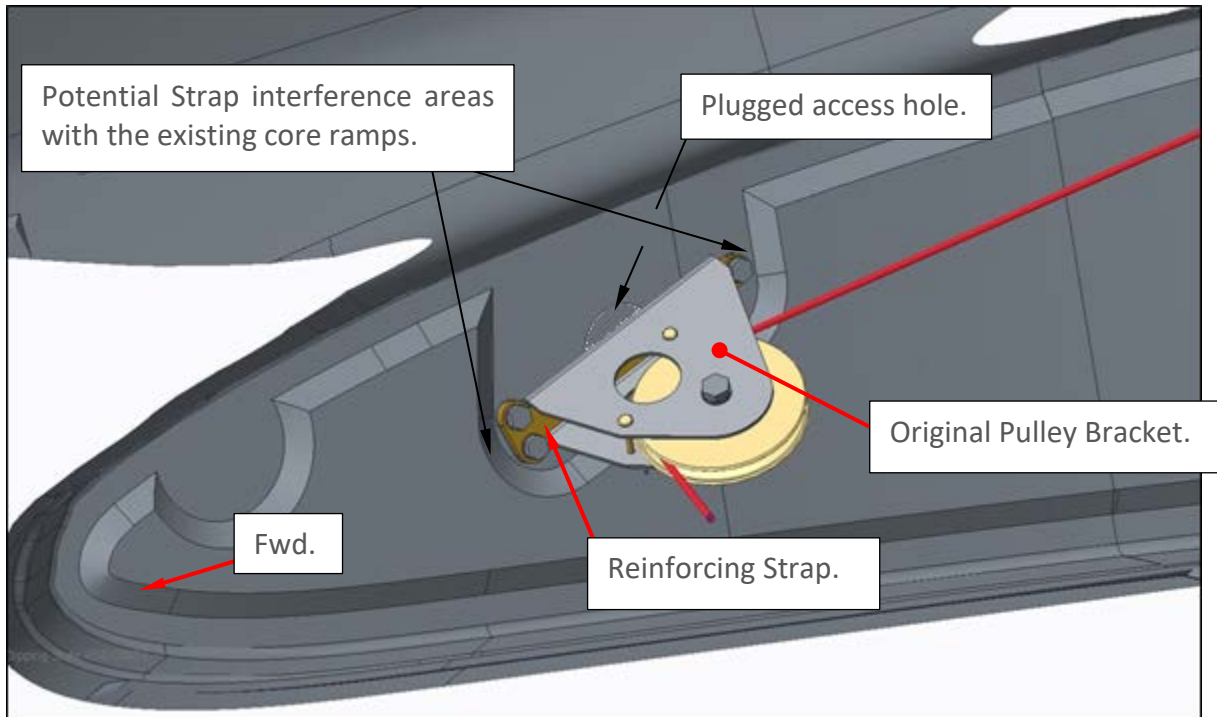
FIGURES:

Figure 2: Roll Pulley Bracket locations.

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*Figure 5: Completed configuration overview).*

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Bond strap to Original Pulley Bracket. Create a fillet of adhesive between the strap and the pulley bracket along interface edges.

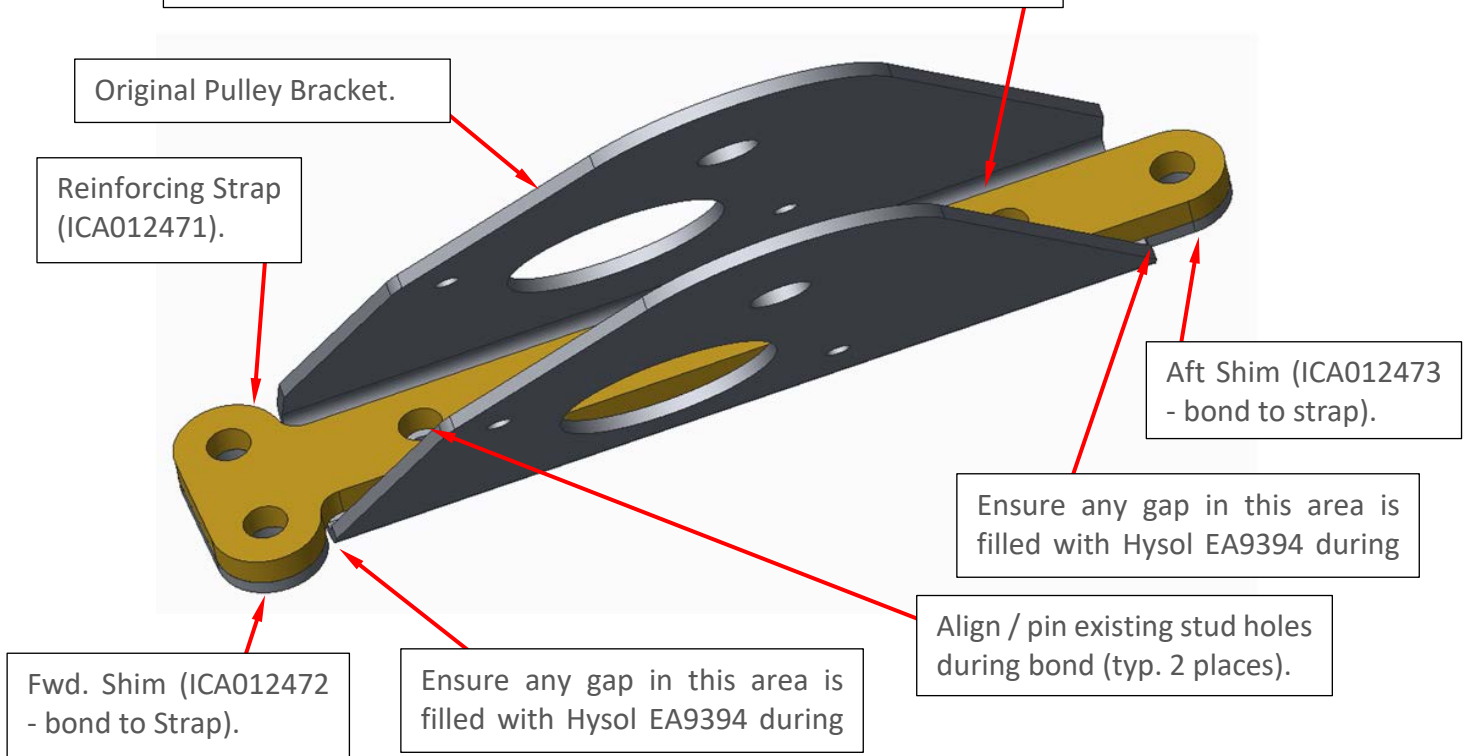


Figure 6: Pulley Bracket with Bonded Reinforcement Strap.

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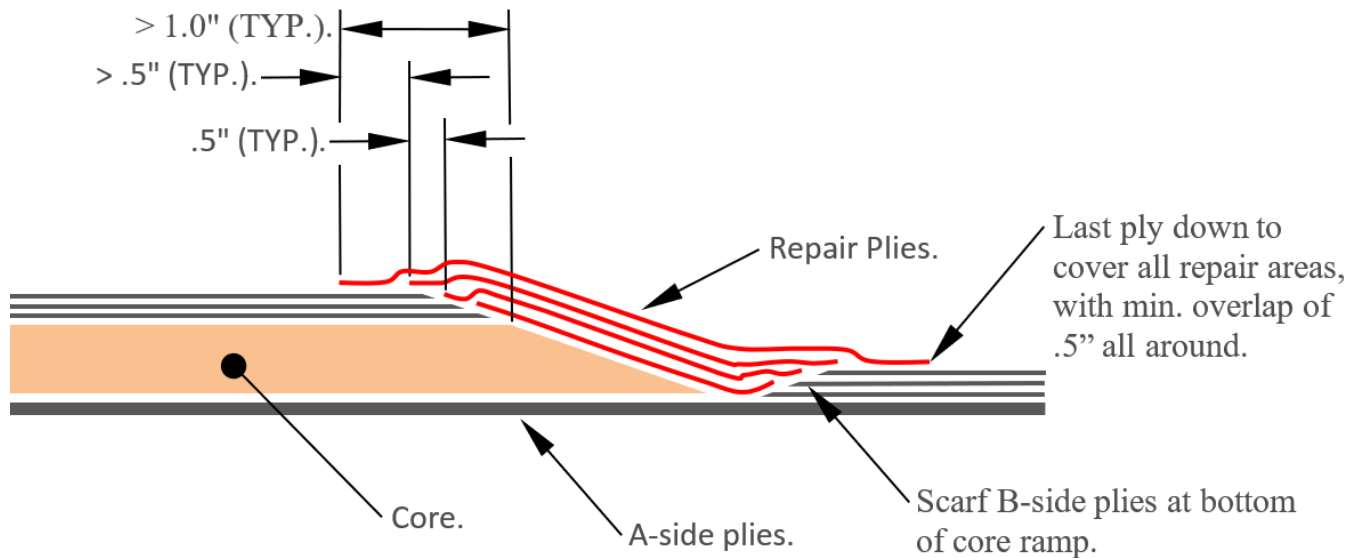
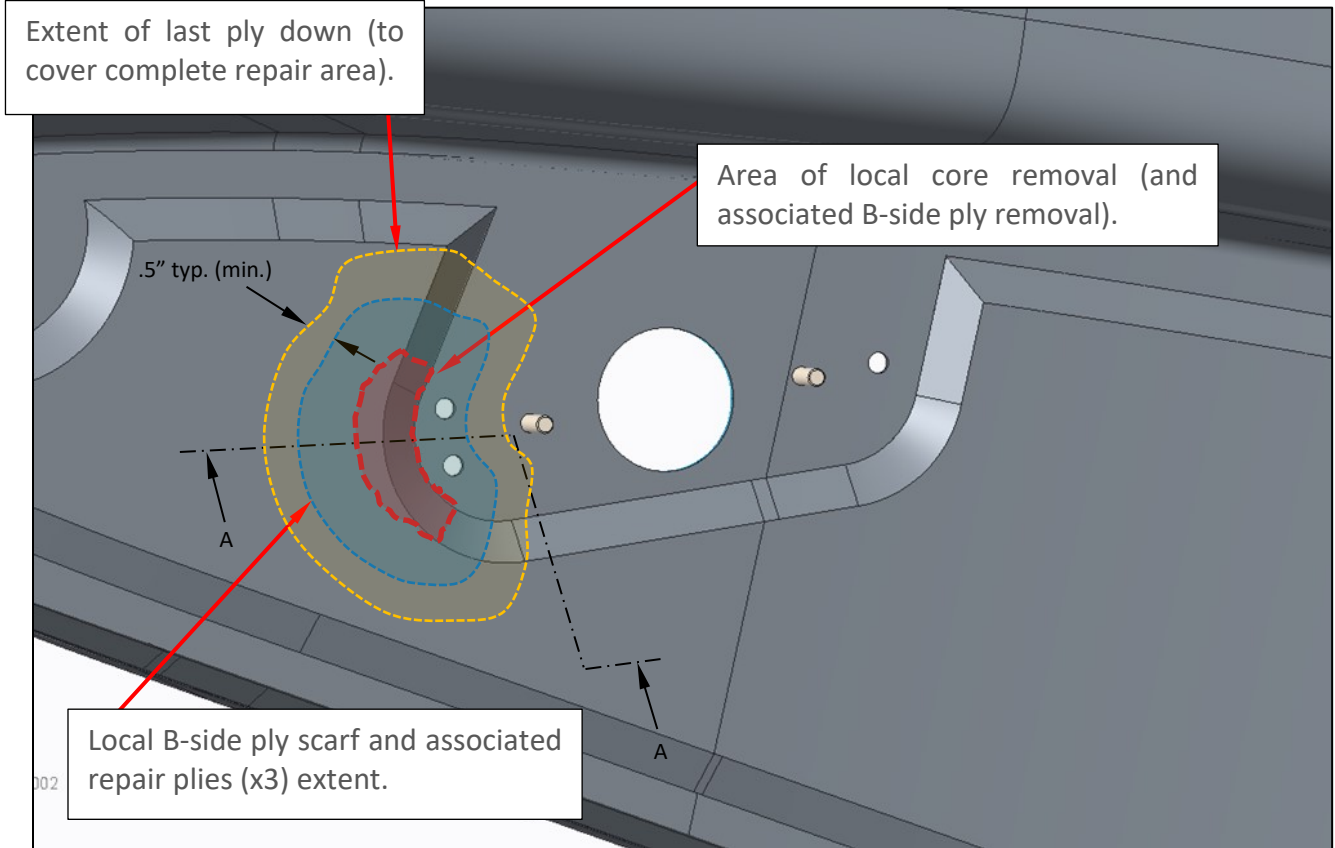


Figure 7: Repair plies and general coverage for fwd. core removal.

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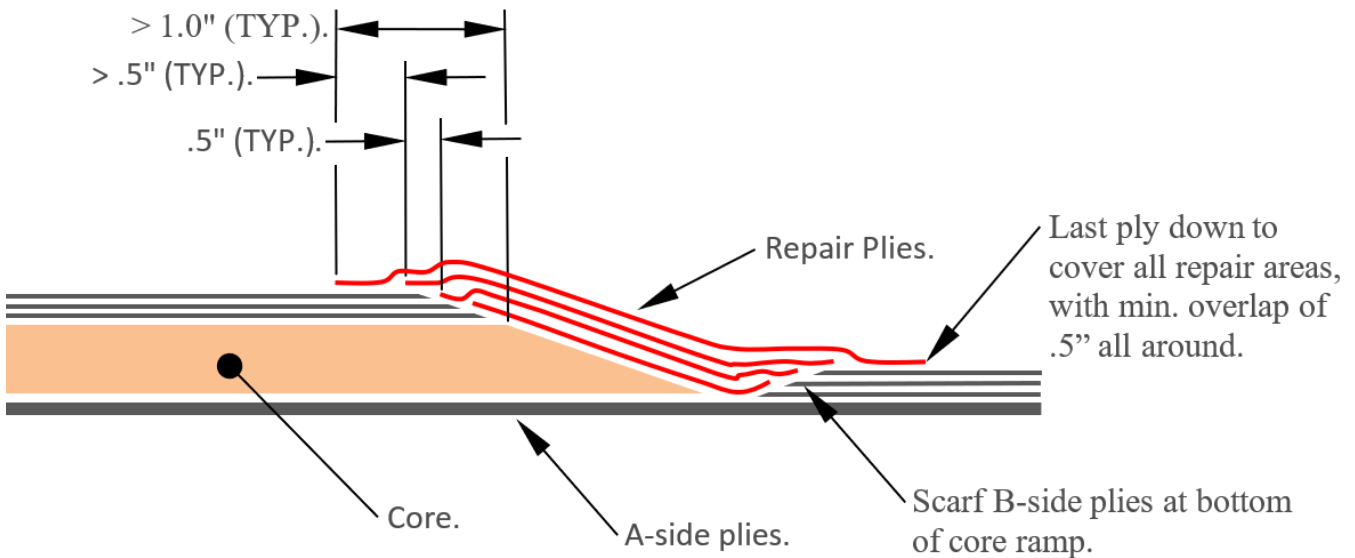
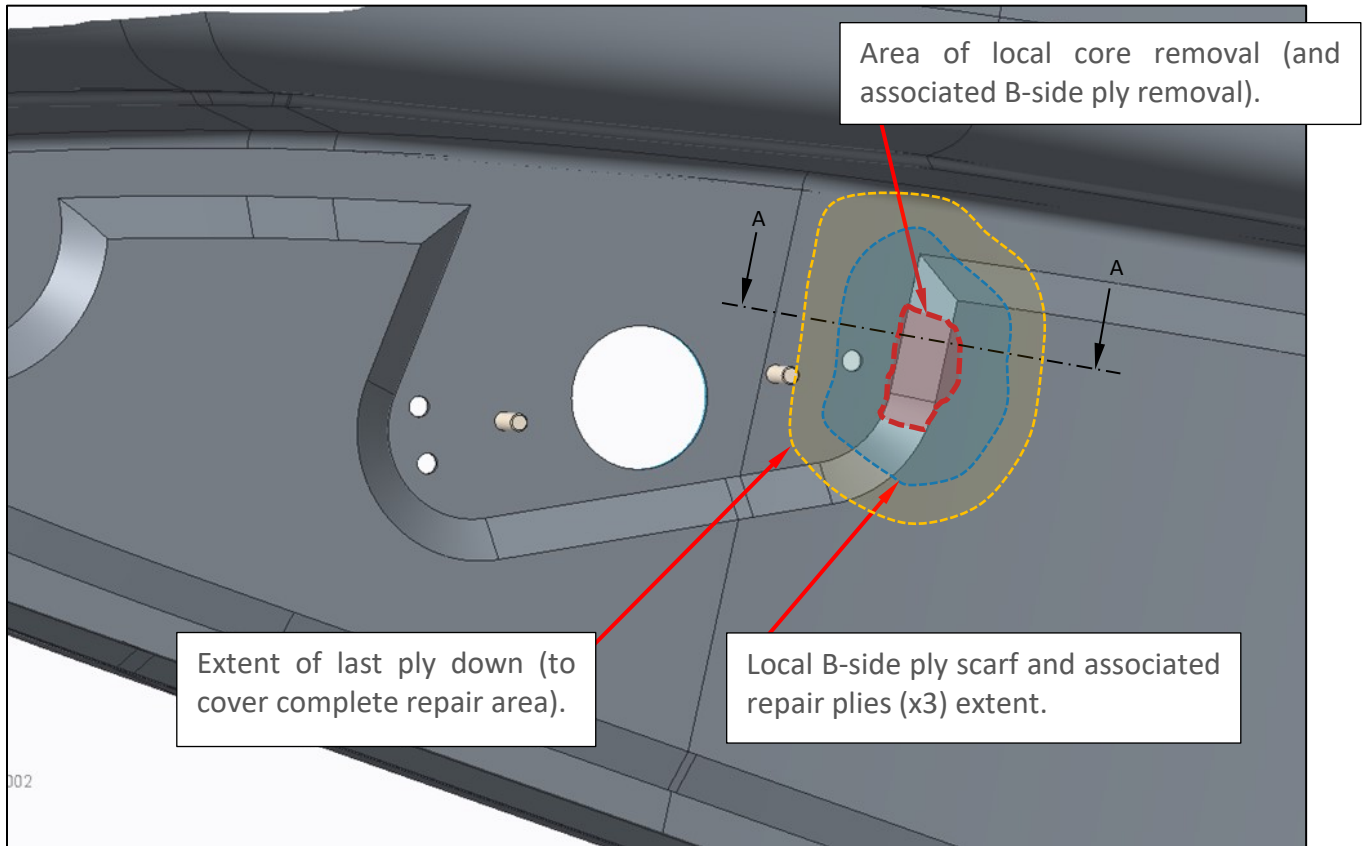
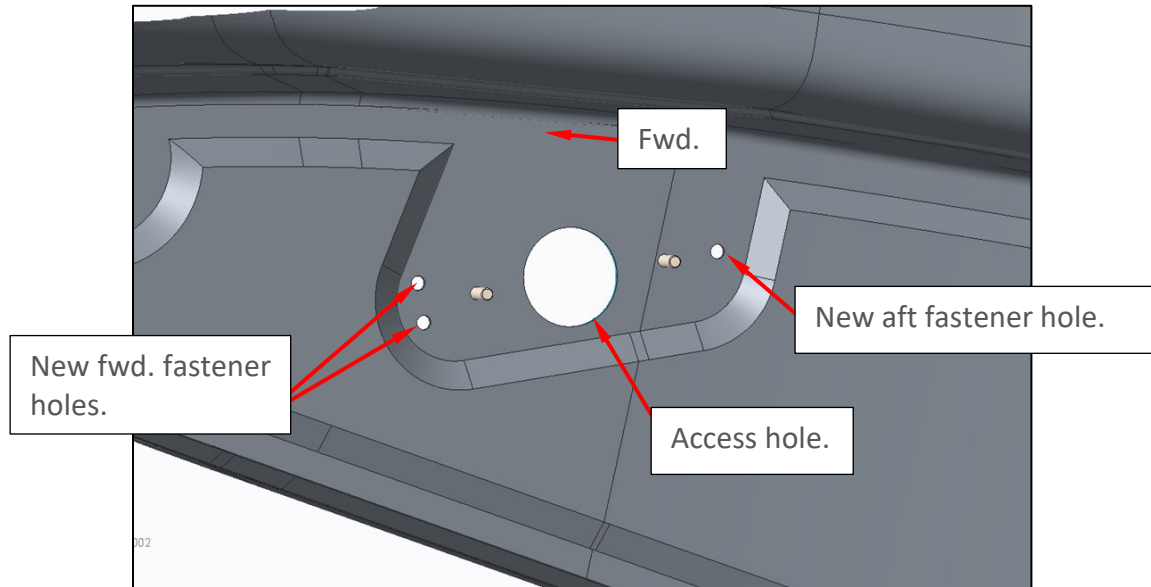
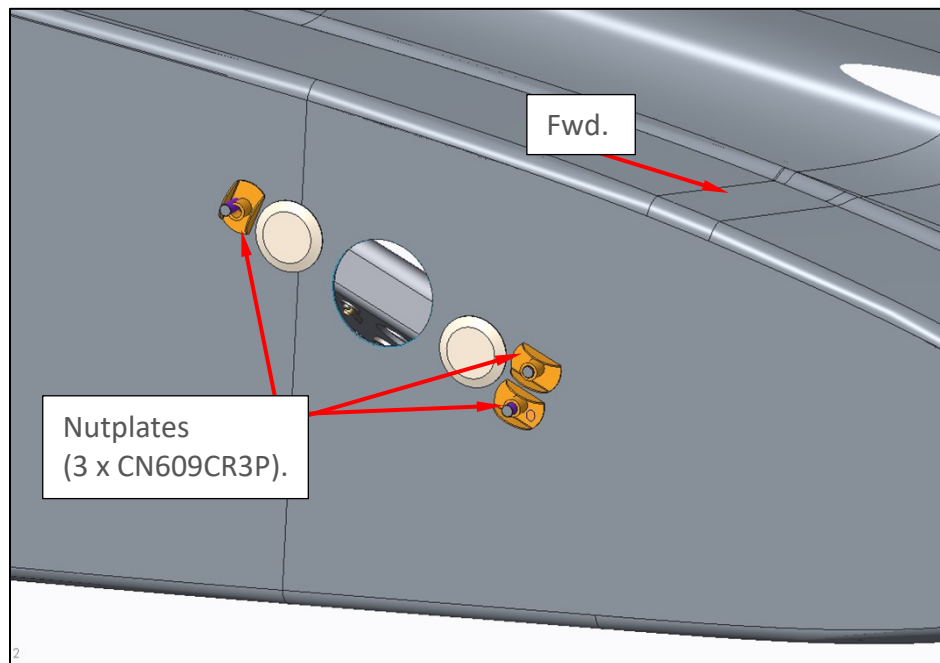


Figure 8: Repair plies and general coverage for aft core removal.

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*Figure 9: Access hole and new fastener hole locations.**Figure 10: Nutplates.*

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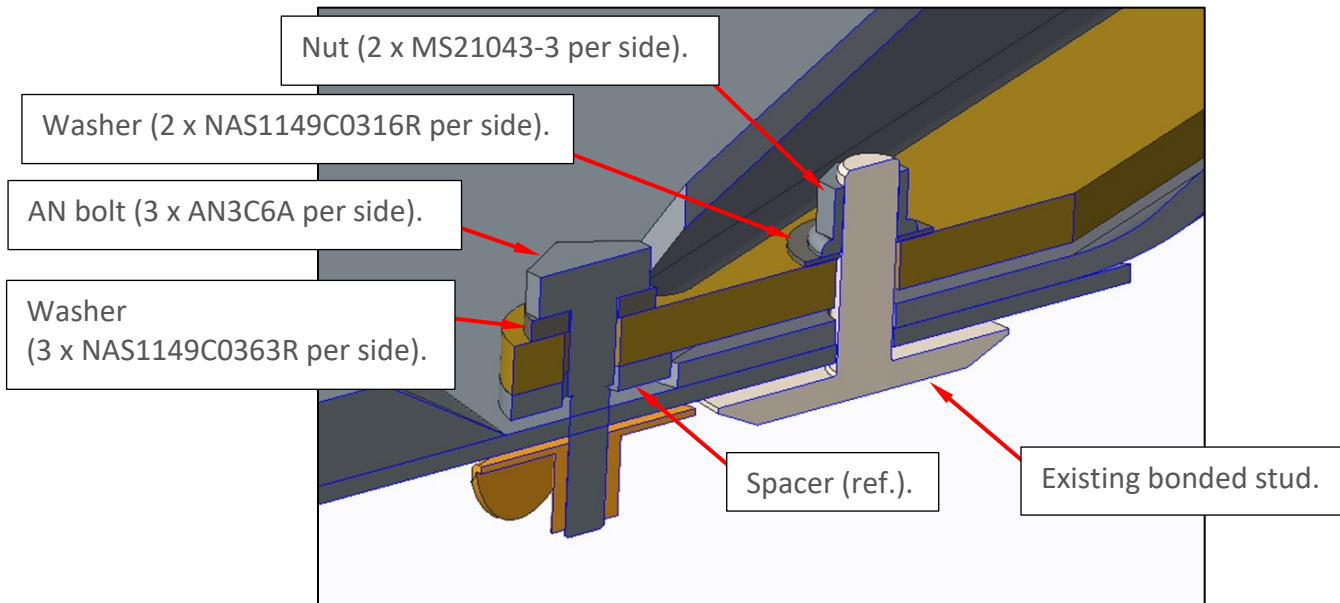


Figure 11: Fastener hardware stack (typical 3 fasteners per Pulley Bracket Reinforcement Strap).

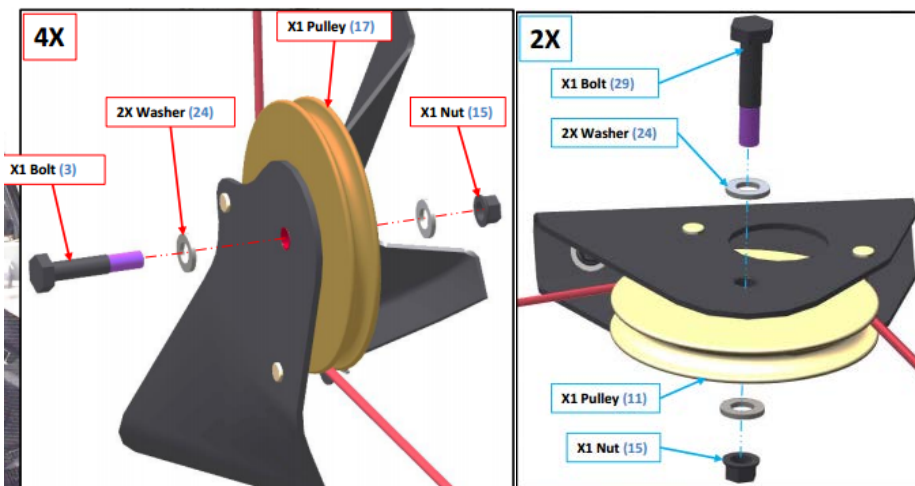


Figure 12: Roll Pulley Exploded Views.



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WARRANTY:

ICON Certified Service Providers: Please submit an invoice for warranty reimbursement of labor hours specified below on completion. Please reference service bulletin number SB-110917.

1. Initial Removal/Preparation to access the area and re-installation after the roll bracket installation – 5.0-hour labor.
2. Roll Pulley Aileron Re-Rigging – 2.0-hour labor.

MAKE THE FOLLOWING LOGBOOK ENTRY:

“Service Bulletin (insert subject bulletin number) has been complied with. This service bulletin supersedes by SB-092917 and associated inspections are no longer required”.

If you need assistance relocating your A5 to your home base or temporary storage arrangements, please contact ICON Aircraft and ask for Customer Service and Support.

If you are no longer in possession of this aircraft, please forward this information to the present owner/operator and notify ICON Aircraft, Owners Center at:

ICON Aircraft
2141 ICON Way
Vacaville, CA 95688
(855) FLY-ICON or (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.



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SERVICE BULLETIN APPROVAL


Bret Davenport

Flight Sciences Manager

4/11/2018

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