

LAA/AWA/19/16
7th June 2019

Tri-R KIS Aircraft

Inspection/Reinforcement of Rudder Pedal Assembly

LAA Engineering has recently issued an Airworthiness Information Leaflet (AIL) (LAA/MOD/239/001 Issue 1) requiring operators of Tri-R KIS aircraft to carry out a 'before next flight' inspection of the rudder pedal assembly and include a repetitive inspection of the rudder pedal assembly into their maintenance regime each five flying hours until reinforced.

The reason for this action is that an LAA member, whilst taxiing back to the hangar in his aircraft, suffered a failure of the right-hand side left rudder pedal assembly.

In this aircraft design, rudder movement is driven by two control cables, one of which is attached to the right-hand side left rudder pedal; the pilot therefore lost control of the rudder (though ground steering remained by using the differential brakes). Subsequent investigations revealed that the left pedal had detached itself from the horizontal torque tube because of a failure of the attaching weld.

LAA/MOD/239/001 Issue 1 can be downloaded [HERE](#).

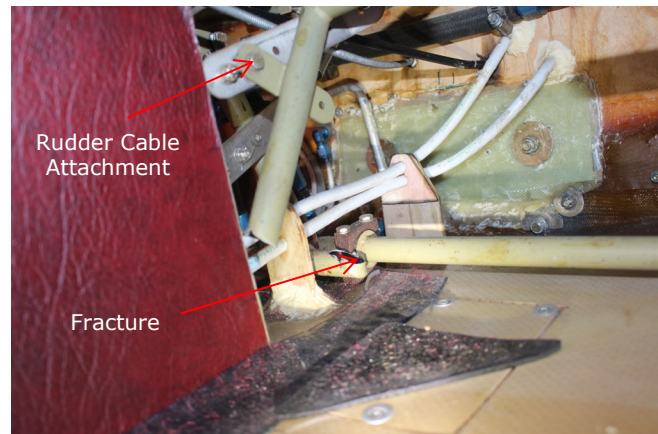


Fig 1. This picture shows the point of failure; note the position of the rudder control cable attachment.

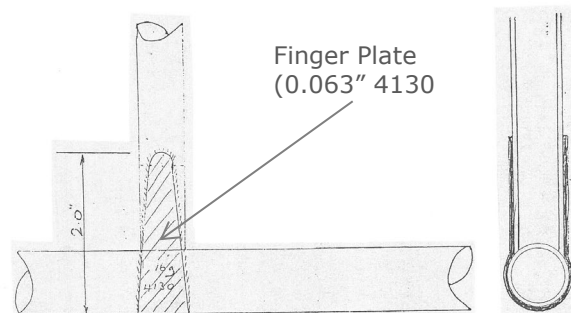


Fig 2. This sketch shows the preferred method of strengthening the rudder pedal to rudder torque tube attachment point – this strengthening plate is often described as a 'finger plate'.