

**DATE RELEASED**

01-12-2023

**DATE EFFECTIVE**

01-12-2023

**SUBJECT**

Elevator Idler Fatigue Cracks

**EFFECTIVITY****MODEL-** Ranger R7**SERIAL NO:** ALL AIRCRAFT**REASON**

Fatigue cracks have been reported in the field on the bracketry supporting the elevator pushrod idler assembly. This is due to high loads from the elevator pushrod fatiguing the bracket through cyclic loading. It is also believed that corrosion of the idler also contributes to this issue. If a crack continues to propagate without proper attention, this could lead to slop in the elevator control system and possibly failure of the supporting bracketry.

**REQUIRED ACTION**

Inspect bracket and fuselage ribs for cracks. Also note on condition of idler assembly.

**TYPE OF MAINTENANCE**

Low (may require borescope).

**MINIMUM LEVEL OF CERTIFICATION**

Owner (may require borescope).

**TIME OF COMPLIANCE**

Inspect within the next 10hrs of flight time, then in 25 hr intervals until 100hrs has been reached. After this, inspection interval can default to annual inspections.

**METHOD OF COMPLIANCE**

Inspect the critical flanges as shown in Figure 2 and Figure 3. If any cracks are present, contact Vashon Aircraft Support for corrective action until a subsequent bulletin is released:

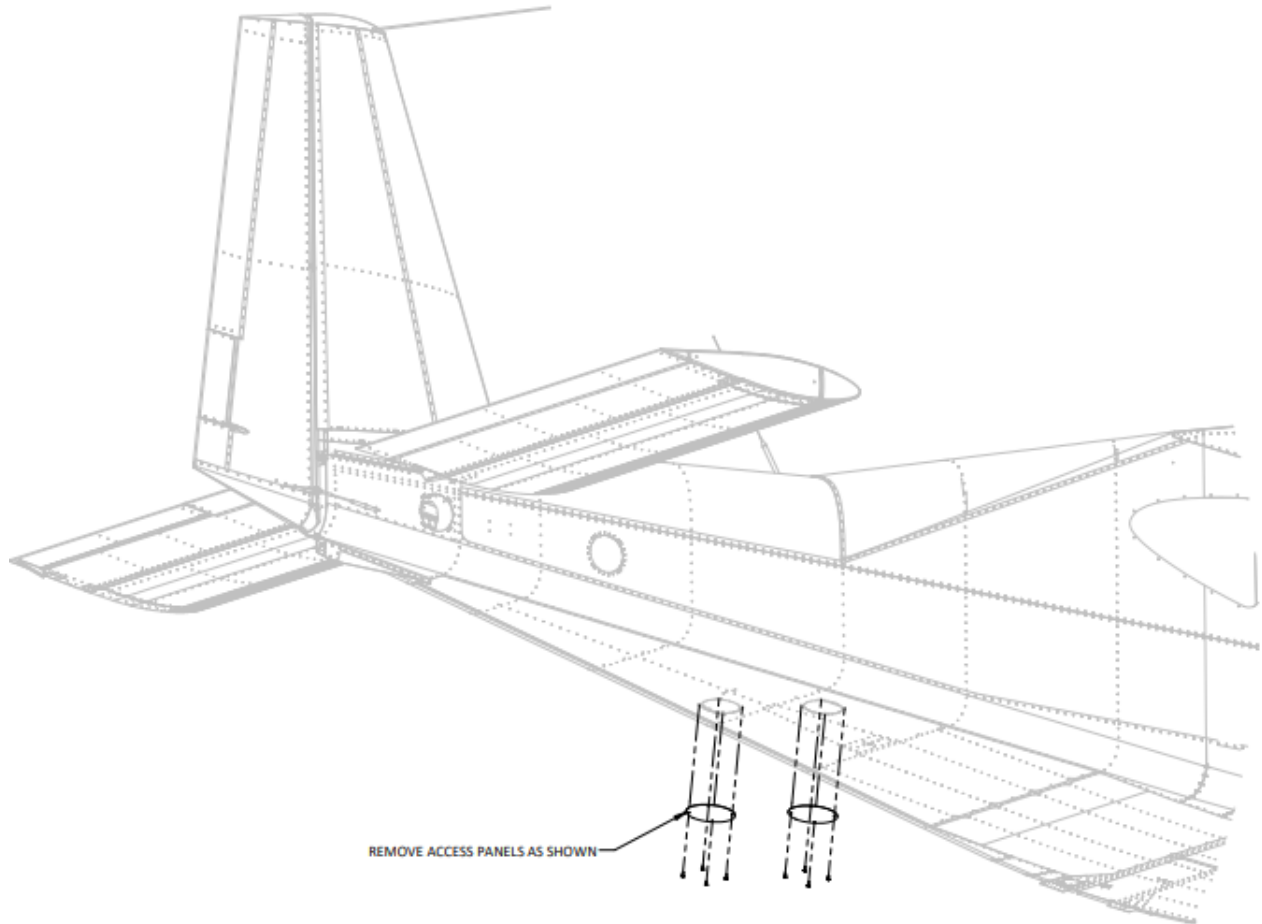
[support@vashonaircraft.com](mailto:support@vashonaircraft.com)

(425) 527-9944

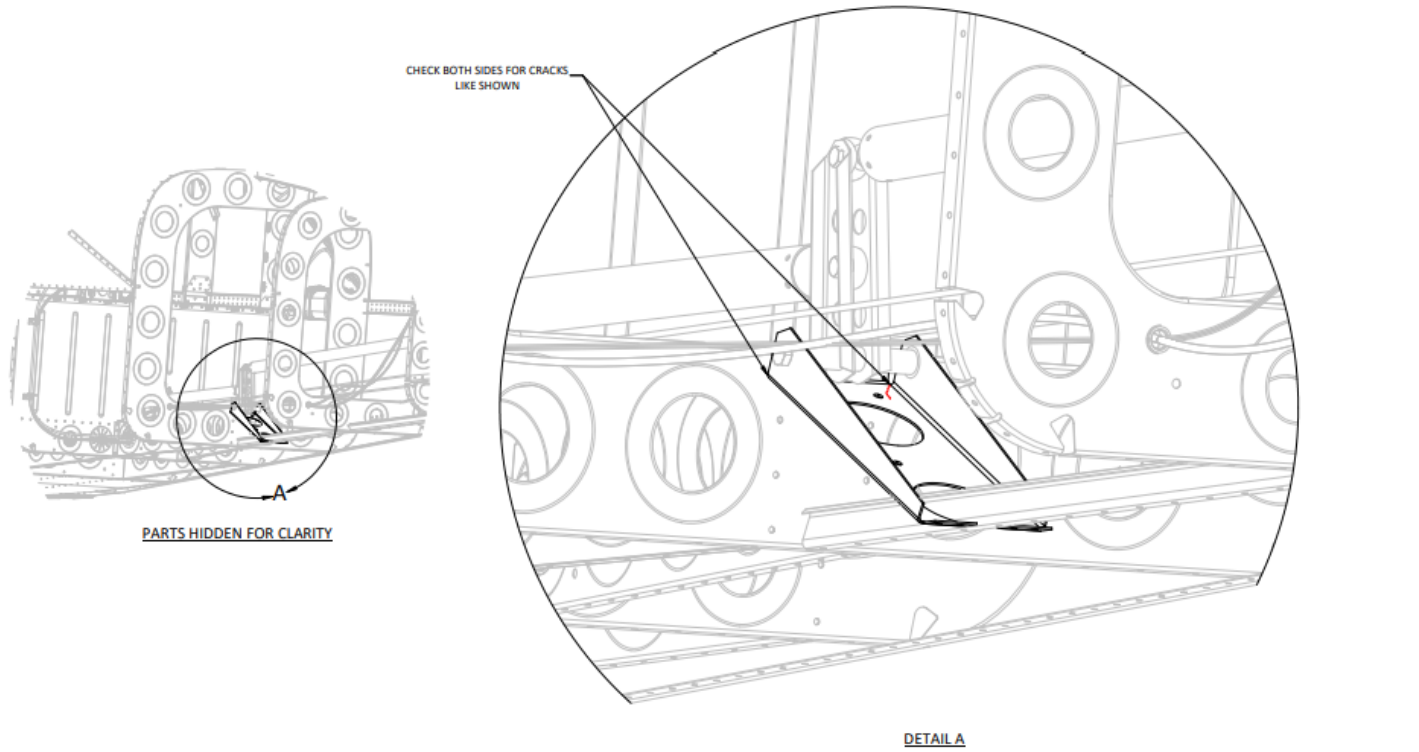
Corrosion on the idler, as shown in figure 4, is noteworthy but not indicative of a safety concern.

**LABOR REQUIRED:**

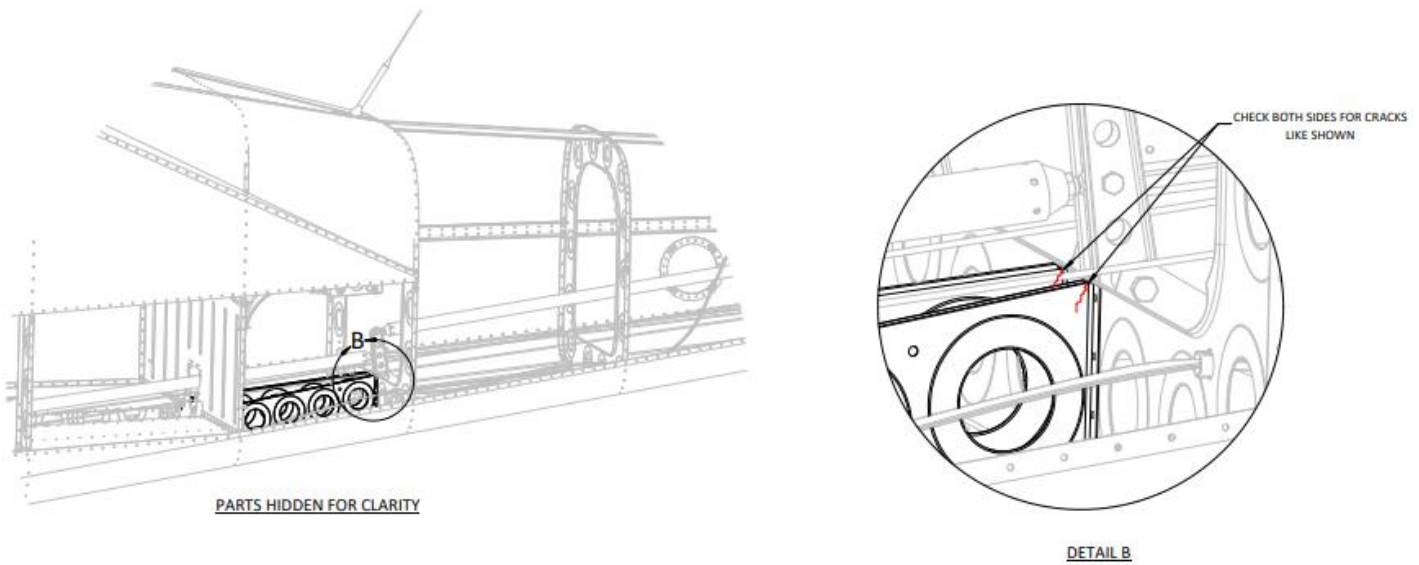
None at this time.



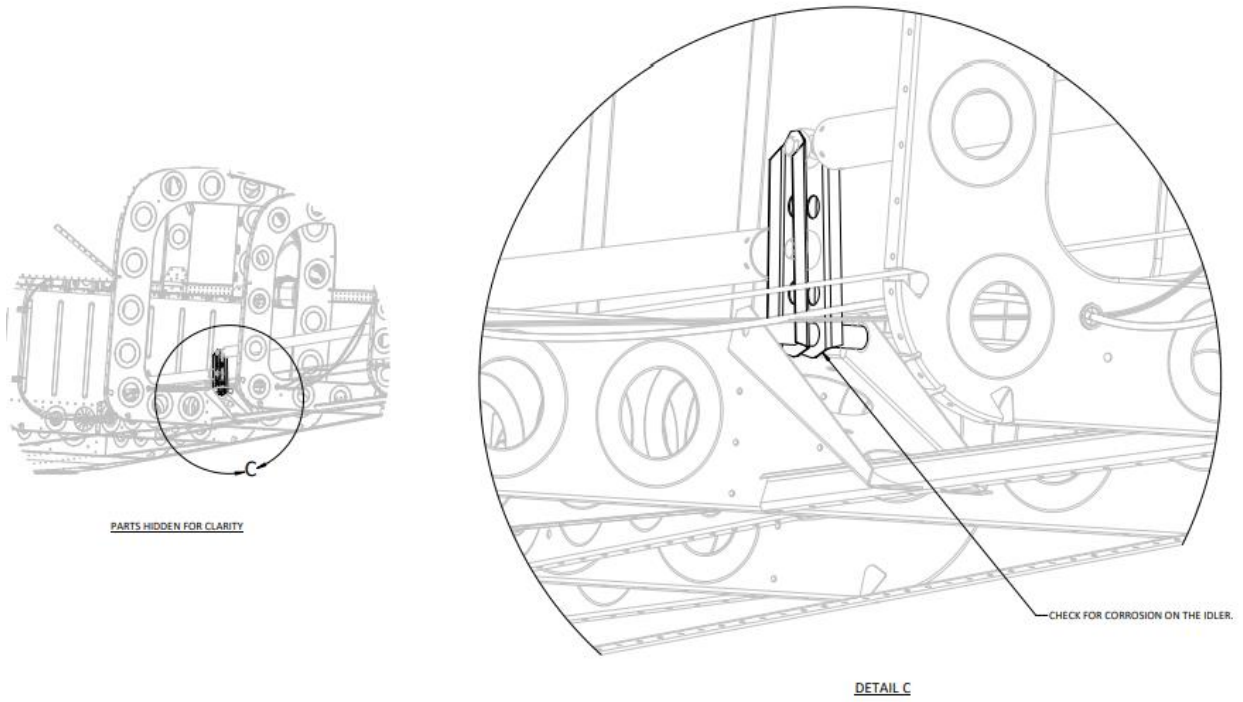
**Figure 1**



**Figure 2**



**Figure 3**



**Figure 4**