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**Title: Rudder bar and pedals**

 Classification: ESSENTIAL / ~~RECOMMENDED~~ / ~~INFORMATION~~  
**Essential** - compliance before next flight

Applicable to Aircraft:

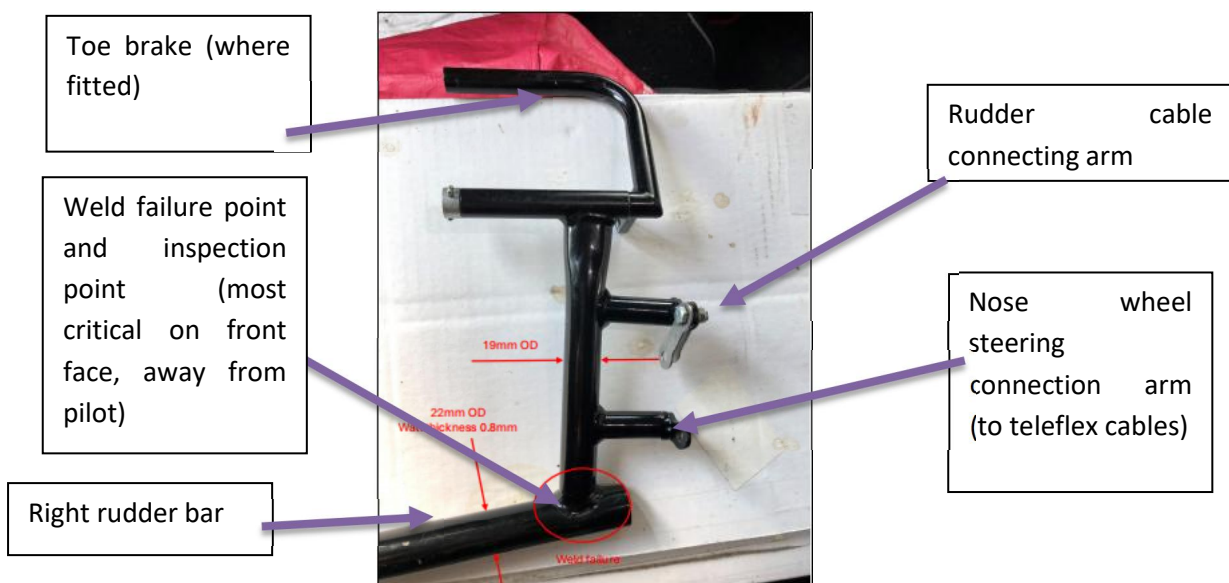
**All EuroFox aircraft**
**Description of defect, implications:**

Two very high hour/cycle (1,800 hours and 11,500 cycles) LAA amateur built EuroFOX 914 nose wheel glider tugs had a breakage of the P2 right rudder pedal at the lower right-side weld joint. One of these operators reported that the first sign of a crack in this weld occurred around 400 hours before complete failure. Therefore an immediate quick failure of this weld is unlikely. Three additional tug aircraft, all 5 of which are LAA home built examples have been affected.

Both rudder bars and all 4 rudder pedal to torque tube weld joints are affected by this SB.

High torsion loads are transferred from the P1 right rudder pedal, along the rudder bar, and then through this weld to the P2 right rudder pedal upright. The loads on this weld (shown below) result from general rudder, steering mechanism, and toe brake use, particularly on the ground.

Aircraft that have very high cycles and/or extensive taxiing operations are those most affected (tugs), as there have been no failures of any kind on non-tug aircraft on the worldwide 750 fleet (160 UK).

View of the P2 position right hand pedal assembly (nose wheel)


**Rectification Action:**

**Before next flight:** inspection by a *'Qualified Person'* of both rudder pedal to rudder bar welds on both right and left rudder pedal assemblies.

**Ongoing, every 10 flight hours:** inspection by a *'Qualified Person'* of both rudder pedal to rudder bar welds on both right and left rudder pedal assemblies.

Record the result of the inspection in the aircraft logbook, signed and dated.

If any cracks are found, the affected rudder pedal assembly must be replaced **before further flight**.

**Notes:**

Using a mirror and light source as necessary, inspect the welds joining the rudder pedals to the horizontal torque tubes for any signs of cracking, deformation, flexibility or any other anomaly. Particular care should be paid when inspecting the front side of the welds (nearest the firewall).

If the control system is disturbed as part of the inspection then after reassembly it requires a second inspection: e.g. the worker who puts it back together, plus a second inspection by a Qualified person. Record this in the aircraft logbook, signed and dated.

*'Qualified Person'* is someone the Owner considers to have sufficient knowledge and experience to inspect work done against a published requirement (i.e. this SB).

Here are some examples:

- Aircraft manufacturer / importer / maintainer.
- Welding assessor/expert/technician (CAA A8-10 qualified – current or lapsed).
- BMAA/LAA/BGA inspector.
- CAA/EASA/FAA licenced engineer.
- Potentially, someone who builds or maintains aircraft, or a suitably knowledgeable owner\*.

\*The owner, if they have experience of, or have received instruction in, inspecting welded parts for evidence of cracking.

Here is a video that provides guidance on performing the visual inspection:

<https://eurofoxaviation.co.uk/sbs%2C-laa-docs-%26-pricing>

The right weld on the right rudder pedal assembly is the one which has instigated this SB. However, both rudder pedal to rudder bar welds on both pedal assemblies must be inspected.

**Right Rudder Pedal assembly (suitable for nose or tail wheel ), toe brakes not shown.**



We are working on a modification to terminate these inspection requirements, which we hope to have available ASAP.

### **Replacement of rudder pedal assembly:**

1. Remove existing rudder pedal assembly and disconnect the rudder cable and nose wheel steering linkage where applicable.
2. Fit new rudder pedal assembly (supplied from Eurofox Aviation), refit existing rudder cable and steering linkage.
3. Check movement of travel of the nose wheel and rudder as in line with the aircraft TADS.
4. Full assembly details can be found on page 91 of the maintenance manual.
5. Inspect installed and disturbed items and record fitment in logbook. Sign-off as inspected by installer or qualified person, plus suitably qualified person as second inspection (we recommend a BMAA inspector or EuroFOX Aviation as the manufacturer).
6. Return the removed pedal to EuroFOX Aviation (Ascent Industries), contact us at [eurofoxuk@btinternet.com](mailto:eurofoxuk@btinternet.com)

Approved by: Accountable Manager, Chief Design Engineer or Quality Manager signature, date



Paul Welsh C.D.E



R Cornwell A.M

9<sup>th</sup> Jan 2026