



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

SERVICE BULLETIN

SB-050224-A

ID NUMBER & REVISION: SB-050224-A
SUBJECT: (Mandatory) Rudder Pedal Cable Chafing
RELEASE DATE: 08 July 2024
EFFECTIVE DATE: 08 July 2024
SUPERSEDES NOTICE: N/A
AIRCRAFT AFFECTED: **MAKE & MODEL:** ICON A5
SERIAL NUMBERS: 00001-00062, 00064-00083, 00085-00100, 00102-00163, 00165-00184, 00186-00190, 00192, 00194-00198, 00199, 00201, 00204, 00205

REQUIRED ACTION: Inspect for chafing between the rudder pedal cables and the floorboards and/or floorboard retainer bracket; trim parts to alleviate chafing as applicable. **This is mandatory.**

TIME OF COMPLIANCE: Inspect before next flight.
 If inspection fails, aircraft may only be flown in a non-interference configuration until repair; re-inspection is required before each flight.
 Repair (if applicable) no later than next condition (annual/100-hr) inspection.

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
 †*Inspection portion only*

PURPOSE:

It has been identified that there may be potential for chafing of the rudder pedal cables when the pedals are in the aftmost position.

WARRANTY INFORMATION:

ICON will cover labor for repair (at 1.5 work hour) under ICON’s warranty program. Please submit an invoice for warranty reimbursement for labor upon completion of this Service Bulletin. ICON will cover costs as identified, if the service bulletin is adhered to in its entirety, including the prescribed timeline. Please reference Service Bulletin number SB-050224-A.

ASSEMBLIES, PARTS, AND CONSUMABLES:

PART NUMBER	DESCRIPTION	QUANTITY	ALTERNATE	
			PART NUMBER	DESCRIPTION
M-CR 1132	Alodine 1132 Touch-N-Prep Pen	As Needed	Or Equivalent	BONDERITE® M-CR 1132 AERO, also known as ALODINE® 1132



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IF APPLICABLE, SERVICE KITS:

KIT NUMBER	CONTENT PARTS	DESCRIPTION	QUANTITY
N/A			

INSPECTION INSTRUCTIONS:

1. It is permissible to disassemble the aircraft as required to permit accessibility, inspection, adjustment, maintenance, and repair in accordance with the latest release of the Aircraft Maintenance Manual, ICA000833.
2. Permissible to remove the aft floorboard panels from the aircraft per the Maintenance Manual for improved visibility.
3. Move the rudder pedals, in their full range of motion, paying close attention to AFT Recessed Floor Closeout Panel (**Figure 2**) and Floor Closeout Retainer Bracket (**Figure 1**). The condition is most evident with the pedals in the aftmost position. Using a sharpie pen, mark any interference present on AFT Recessed Floor Closeout Panel and/or Floor Closeout Retainer Bracket. The interference will be removed in a subsequent step.
4. If interference is identified, FAIL - proceed to REPAIR. Otherwise, PASS - proceed to LOGBOOK ENTRY.
 - a. In accordance with the Time of Compliance listed above, if interference is identified, the aircraft may be flown only if it can be safely operated with the pedals moved forward to a non-interfering position.
 - b. If interference is identified, inspect for damage to the cables. If any damage is identified, the corresponding pedals may not be used until the repair is complete. Move the pedals to a non-interfering position; before each flight, verify that the pedals are in a non-interfering condition, until the repair has been completed.
 - c. If neither set of pedals can be adjusted to a position that may be safely operated by the pilot, the aircraft may not be flown.

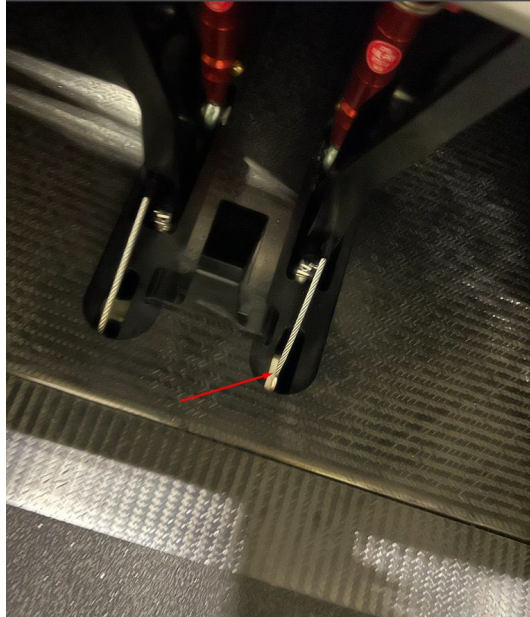
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Figure 1. Rudder Pedal Cable Chafing on Retainer Bracket

REPAIR INSTRUCTIONS:

1. Remove FWD Cockpit Floor Assembly.
2. For the AFT Recessed Floor Closeout Panel:
 - a. Minimally trim along the free edge of the aft floor closeout panel at the area of interference as required to permit proper fit. See **Figure 2** for reference. From the edge, maintain a maximum blend depth of 0.200 inch and length to mimic the original profile of the cutout.

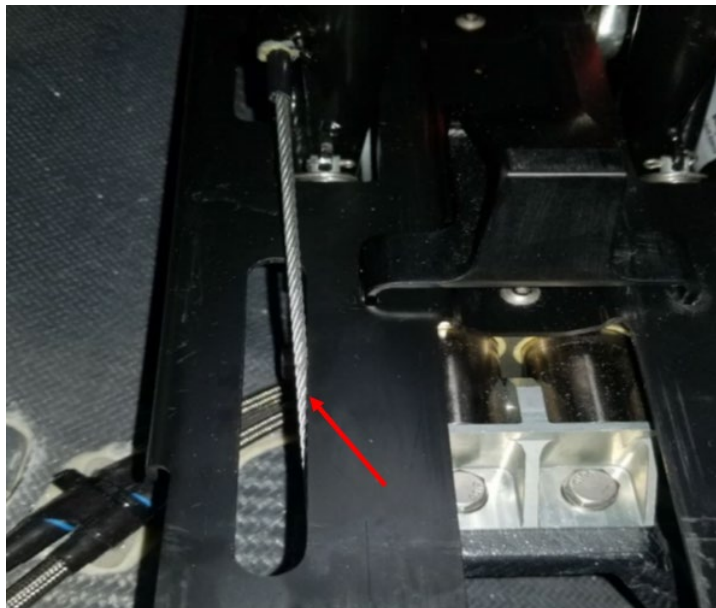


Figure 2. Relieve interference for AFT Recessed Floor Closeout Panel



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- b. Dress out blend area to remove tight corners, or abrupt changes to profile of the part. Maintain minimum inside and outside edge radii of 0.5 inch. Maintain surface blend ratio of 20:1.
3. For the floor close out retainer bracket:
 - c. Permissible to remove up to .400" from the bracket; however, material may have previously been removed. Measure the bracket to ensure that the total amount of material removed does not deviate more than .400" from what is shown in **Figure 3**.
 - d. Minimally blend the affected areas to achieve a blend ratio 20:1 to allow clearance. From the edge, maintain a maximum blend depth of 0.100 inch.
 - e. Re-protect the blended area using Alodine 1132 Touch-N-Prep Pen
 - i. Rinse thoroughly while wiping with a clean cloth (such as cheesecloth) until the cloth remains clean (no dark residue is picked up from the surface). All residues must be removed before proceeding.
 - ii. After rinsing, wipe the surface with a clean cloth (such as a cheesecloth). Allow the metal surface to dry (or be slightly damp).
 - iii. Apply Touch-N-Prep Alodine 1132 coating to the metal surface with smooth, even strokes. Be sure to cover all edges. A 50% overlap of strokes gives the optimum conversion coating. **DO NOT PUDDLE! DO NOT RINSE! DO NOT WIPE!** No "water breaks" or solution breaks should exist. A void in the wet film indicates incomplete cleaning. Repeat cleaning, if necessary. For optimum salt spray corrosion resistance and low electrical contact resistance, a second coat is applied at a 90-degree angle to the first coat. Apply the second coat as soon as the first coat dries. **DO NOT PUDDLE! DO NOT RINSE! DO NOT WIPE!**
 - iv. **NOTE:** As long as the Touch-N-Prep pen wets the surface, a coating will form. A "light to moderate" coating weight is required.
 - v. Pre-warming the surface helps to improve the appearance of the coating. Alodine 1132 can be air dried, force dried with warm air (hair dryer) or a heat lamp. Do not disturb the wet film during drying.



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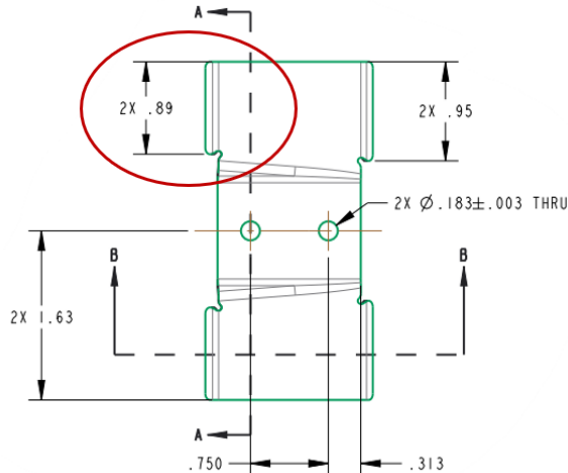


Figure 3. Bracket Dimensions

4. Inspect for damage to the affected cable(s) in accordance with the Aircraft Maintenance Manual, task 100265, replacing if required.
5. Reassemble the aircraft as required in accordance with the latest release of the Aircraft Maintenance Manual, ICA000833.
6. Verify that chafing is eliminated for all rudder pedal positions.

LOGBOOK ENTRY:

Make the applicable logbook entry/entries:

“The INSPECTION of Service Bulletin SB-050224-A (Rudder Pedal Cable Chafing) has been completed and no repair is required. (ref. FAA Exemption 10829C)”

or

“The INSPECTION of Service Bulletin SB-050224-A (Rudder Pedal Cable Chafing) has been completed; repair is REQUIRED but has NOT been completed. (ref. FAA Exemption 10829C)”

and

“The corrective action (REPAIR portion) of Service Bulletin SB-050224-A (Rudder Pedal Cable Chafing) has been complied with (ref. FAA Exemption 10829C)”.

For aircraft registered outside the U.S., omit “ref. FAA Exemption 10829C”.

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:

ICON Aircraft
2141 ICON Way, Suite 100
Vacaville, CA 95688
(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.