

**Evolution Aircraft, Inc.
39440 South Ave.
Zephyrhills, Fl. 33542**

SAFETY ALERT

**Rear Keel strap wear
SD-1017 RELEASED October 5TH 2015**

STATUS: optional

BACKGROUND:

Check your rear KP strap for wear at the tang. We think this was partly caused by the tang not able to move a little. You should be able to move the tang by hand fairly easy. If the tang is too tight the webbing move to the out side and the slot corner start fraying the webbing. The other cause can be the plastic protector inside the tang slot simply cut through and now the webbing has direct contact to the tang edge.

SCOPE:

THE FOLLOWING SERIAL NUMBERS OF REVO WEIGHT SHIFT CONTROL THAT ARE AFFECTED BY THIS SAFETY DIRECTIVE: ALL

AUTHORIZED PERSONS:

Owner

TOOLS:

7/16" wrench

COMPLIANCE:

Compliance is optional, but recommended.

How to comply with this directive:

- 1) Ensure the tang can rotate easily. If the tang cannot rotate easily, loosen the tang so that it can rotate
- 2) Optionally we have a new protector on the tang now. We use a tube to make a better, rounded area that the webbing goes around.
- 3) To update your tang we can send you the piece of tube for no charge or you can order a complete tang with the tube installed directly from Northwing at (509)682-4359.
- 4) If the strap is damaged, email a photo of the damage to evolutiontrikes@yahoo.com and wait for further instruction.
- 5) In all cases if the tang can move freely and there is no excessive wear on the strap, the SD has been completed. It is up to the owner whether or not they will replace the tang.

Page 3 of 6



LOGBOOK ENTRY:

Aircraft logbook should be marked with the following entry and dated and signed “Safety Directive 1016 from the manufacturer satisfied as per instructions. Compliance with ASTM standards maintained.”

Page 3 of 3