

<p>Motorflygförbundet Tillsynskontoret För UL - flyget</p>	<p><b>TMU-O</b></p> <p>TEKNISKT MEDDELANDE ULTRALÄTTA FLYGPLAN OBLIGATORISKA ÅTGÄRDER</p>	<p><b>TMU O-31</b></p> <p>2003-06-16</p>
<p><b>TITEL</b></p> <p>Servicebulletin från Polaris motor N:o FIB-6.6.03 daterad 2003-06-06</p>		
<p><b>BERÖRDA FLYGTYPEN</b></p> <p>Alla F.I.B. Polaris</p>		
<p><b>HÄNDELSE</b></p> <p>Servicebulletinen relaterar till en händelse där beslaget mellan kompressionsstaget och monopolen brustit, samt åtgärder för att förhindra ett upprepande.</p>		
<p><b>ÅTGÄRD</b></p> <p>Alla brukare/ägare av F.I.B. Polaris åläggs att utföra de kontroller och modifieringar som föreskrivs i bulletinen.</p>		
<p><b>TID FÖR ÅTGÄRD</b></p> <p>Före nästa flygning</p>		
<p><b>Övrigt/Referens</b></p> <p>Bulletinen är bifogad detta TMU-O</p> <p>Polaris Motor srl Fraz. Valdichiascio 06024 GUBBIO (Pg) Italy 6 June 2003 Phone 0039 075 9227001 Fax 0039 075 9227107</p> <p><a href="http://www.polarismotor.it">http://www.polarismotor.it</a> E-mail : <a href="mailto:polaris@polarismotor.it">polaris@polarismotor.it</a></p> <p><b>SERVICE BULLETIN N°FIB -6.6.03 - DATE 6 JUNE 2003</b> <b>IMPORTANT SECURITY NOTICE</b></p> <p>We have been informed of the breakage of FIB part n.78(stainless steel 3 mm U-bracket that connects the front pole, FIB part.36, to the A-frame, FIB part.76)on a three year old FIB.</p> <p>Although the part in question has been structurally tested , and has resulted amply over sized for it's use , and that presently it is impossible for us to verify the exact dynamic or causes of this event, we anyway recommend to:</p> <ol style="list-style-type: none"> <li>1. Control this part( FIB part n.78) as is also recommended in the FIB manual every 50 hours of use.</li> <li>2.In case of also slight damage or deformation of the mentioned part, absolutely refrain from attempting to straiten it out(as for that matter with any other FIB part) and replace it with an original spare part together with the junction bolt (FIB part n.77).</li> <li>3.If during normal operation of the FIB the parts n.78 and 76 appear to have become even slightly slack disassemble the parts, control for deformations or stress signs and if necessary replace the U-bracket and the bolt (FIB parts n.77 and 78).Therefore add this check in your per fly check list .</li> </ol>		

4. Always control the parts n.78 and 77 for eventual slack and eliminate it by tightening the nut of the bolt FIB part n.77 after verifying the conditions of the parts as per point 3.

5. Always replace parts only with original spare parts and never straiten bent parts but substitute them.

Furthermore: all FIBs produced before April 1998 have the bolt n.77 of 8 mm in diameter. Although this to our knowledge hasn't caused any structural problems we suggest all owners of FIBs produced before April '98 to replace all the part n.76(A-frame) comprising new FIB part n. 78 fitted with bolt n.77 of 10mm in diameter.

We take this occasion to vigorously suggest to follow the maintenance program that can be found in the FIB manual.

For further information please contact Polaris Motor srl directly.

This communication become integral part of the FIB Owner Manual - please read carefully , print (in case of communication via e-mail ) and include in the Owner Manual .

In case of re selling of your unit to others users , please be sure to furnish them also the complete Owner Manual .

**ALL DRAWINGS WITH APART CODE CAN BE DOWN LOADED FROM POLARIS MOTOR WEB SITE - SECTION UTILITY**