

SB Issuer

Company name: Pipistrel Vertical Solutions d.o.o.

Address: Vipavska cesta 2, 5270 Ajdovščina, Slovenia

Website: www.pipistrel-aircraft.com

Type: Taurus

Model: Rotax 503, Taurus 503, Taurus Electro 135, Taurus Electro G2

The technical content of this document is approved using Pipistrel internal procedures covering the respective regulatory requirements.

List of issues and alterations

ISSUE	REASON FOR REVISION	AFFECTED PAGES	DATE OF ISSUE
A00	Initial issue	All	22.09.2026



SB name: Airbrakes Bellcrank Inspection**Category:** Information / Recommended / ~~Alert-SB~~ / Mandatory**Subject:** Airbrake bellcrank inspection.

Affected aircraft:

Model Rotax 503 /	Model Taurus	Model Taurus
Taurus 503:	Electro 135:	Electro G2:
095 T 503	TEX13500185	179 T ET
180 T 503 LSA	TEX13500186	183 T ET
181 T 503	TEX13500187	184 T ET
182 T 503 LSA	TEX13500189	
188 T503	TEX13500190	
	TEX13500191	
	TEX13500192	
	TEX13500193	
	TEX13500194	

Date of issue: 22 September 2026**Date of effect:** 22 September 2026**Time of compliance:** Within next 10 flight hours.**Date of corrective action:** N/A

Reason: Pipistrel was informed about an in-service occurrence of the airbrake bellcrank failure that resulted in an un-commanded airbrake deployment.

References:**REQUIRED DOCUMENTS:**

- [1] Aircraft Maintenance Manual AMM-130-00-60-100 (All Taurus models)
- [2] Applicable Pilot's Operating Handbook
- [3] Pipistrel online IPC (<https://ipc.pipistrel.si/Shop>)*

*Note that access to the Pipistrel online IPC is attained by registering an account, which typically takes 24 hours to process. To register just click on the LOGIN tab on the home page of the online IPC.

NOTE: Make sure to always use the latest revision of the documents listed above, unless specific revision is specified.

APPENDICES:

N/A

Personnel and site requirements:S-LSA registered:

For S-LSA registered aircraft operating in the USA, qualification "LSRM" is required at least.

For LSA registered aircraft operating in Australia, qualifications "LAME" and "L1" are required at least.

UL registered:

Should be carried out by personnel outlined in the national maintenance inspection regulations, as applicable for the line maintenance.

Other registration categories:

Should be carried out by maintenance personnel according to national/local regulations.

Manpower requirements:

Inspection: 2 hours
Replacement: 3 hours

Note that procedure typically requires 2 personnel.

Labour coverage:

- Aircraft under warranty ☒
- Aircraft with warranty expired ☒

If eligible for labour coverage, please submit the Warranty Support Request available on the www.pipistrel-aircraft.com (**Service & Support → Warranty Support Request**).

NOTE: For aircraft eligible for labour reimbursement, Pipistrel will reimburse labour costs associated with compliance with this Service Bulletin, provided the work is performed by an Authorized Pipistrel Distributor or Pipistrel-Approved Service Facility.

NOTE: In regions not served by the Pipistrel distribution/service network, alternative appropriately certified organizations or personnel may be used in accordance with local regulatory requirements and with prior authorization from Pipistrel.

For questions regarding warranty claims, contact warranty@pipistrel-aircraft.com.

Required tools:

- Standard workshop equipment (Allen key set, metric wrenches)
- Mirror and flashlight OR Borescope (as available)

NOTE: For borescope applications, it is advisable to use side-view or dual-view tips. When using a borescope, you may follow the guidelines outlined in ISO/AWI 22527-1.

Required material:

- Bellcrank (P/N 1181065), 2 pcs EA (if replacement is needed on both sides)
- Hex self-locking nut (P/N 5011053) 16 pcs EA (if replacement is needed on both sides)

Spare parts coverage:

- Aircraft under warranty ☒
- Aircraft with warranty expired ☒

Pipistrel will provide the material required to perform the actions specified in this Service Bulletin for aircraft eligible for spare parts coverage, provided that a Warranty Support Request has been submitted and approved.

NOTE: If eligible for spare parts coverage, submit the Warranty Support Request available on the www.pipistrel-aircraft.com (Service & Support → Warranty Support Request).

For questions regarding warranty claims, contact warranty@pipistrel-aircraft.com.

Non-Eligible aircraft:

For aircraft not eligible for spare parts coverage, the material required to perform the actions specified in this Service Bulletin may be purchased through the online Illustrated Parts Catalogue (IPC), where available. Parts not listed in the IPC may be obtained through an Authorized Pipistrel Distributor.

Mass and balance:

Negligible.

Required records:

The aircraft's technical documentation must be updated to reflect compliance with this SB.

Actions:**PART A - Inspection**

1. Remove wings iaw. 57-10: 2.1.1. in [1].
2. Place the wings on trestles.



Figure 1 - Wing removed from aircraft

3. Locate the covered inspection hole AFT of the main spar.
4. Unscrew the cover of the inspection hole AFT of the main spar using 3 mm Allen key.



Figure 2 - Opening inspection hole

5. If fuel hose is installed, when cover is unscrewed PUSH the fuel tube gently through the grommet, to create space for easier access of the hole.

6. When opened, use a flashlight and a mirror (or borescope) to inspect the weld seams of airbrake bellcrank. See next step, instructing the inspection and evaluation of findings.



Figure 3 - Inspection through the opening

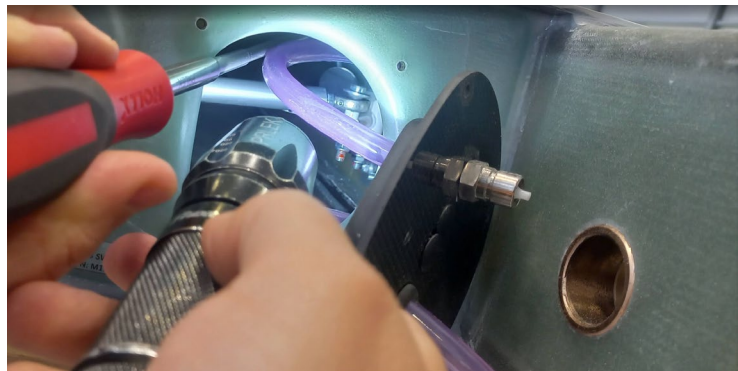


Figure 4 - Closeup of the inspection

7. Perform inspection as follows:

- 7.1. Check the weld seams on each airbrake bellcrank (P/N 1181065) as identified in Figure below (see red markings):

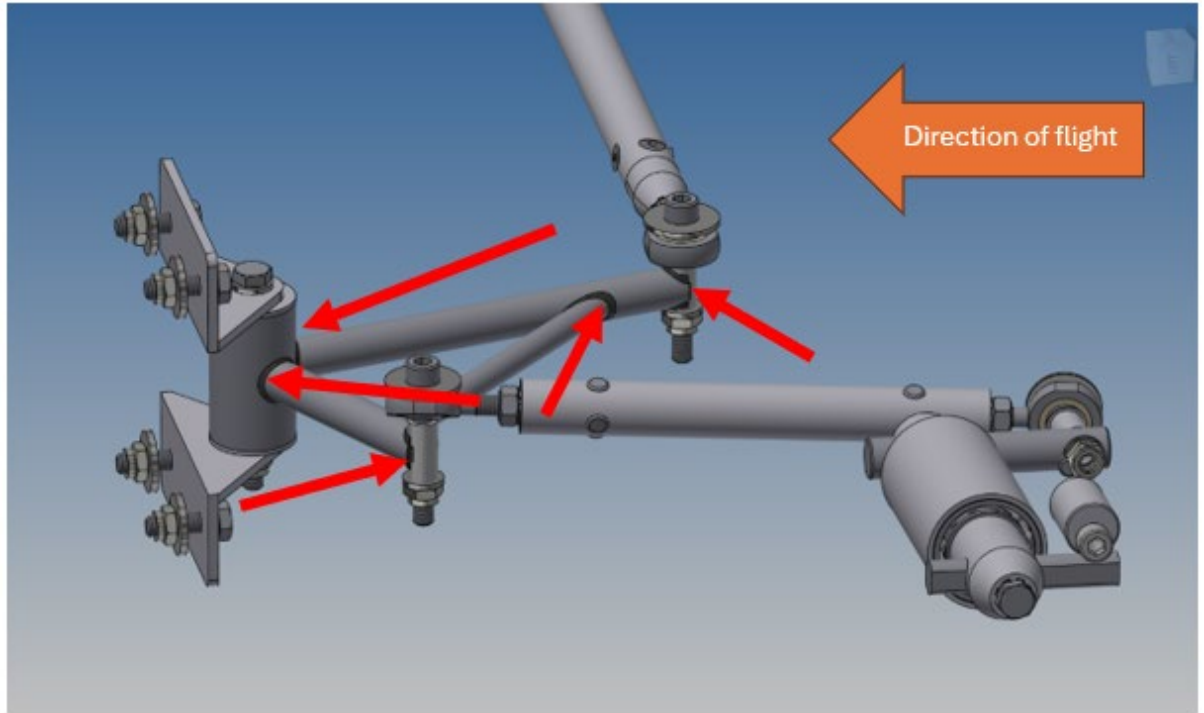


Figure 5 – Identification of weld seams that are subject to inspection

NOTE: The 3D model above shows the bellcrank mechanism installed on an RH wing. The view is positioned to show the perspective as the wing is upright on the trestles, the leading edge faces towards the left side of the figure. See red arrows marking all the weld seams that are subject to inspection.

CAUTION: Examine the entire circumference of the tubes, make sure all edges are inspected.

7.2. Evaluate findings - see examples below.

EXAMPLES OF ACCEPTABLE WELD SEAMS:

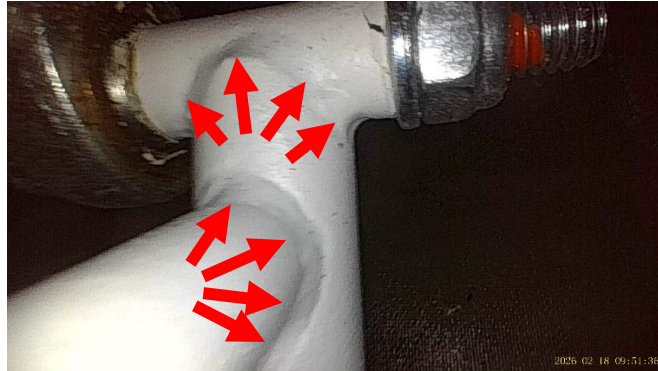


Figure 6 - Weld seams are applied **continuously** around the **entire circumference** of all tube contact points.

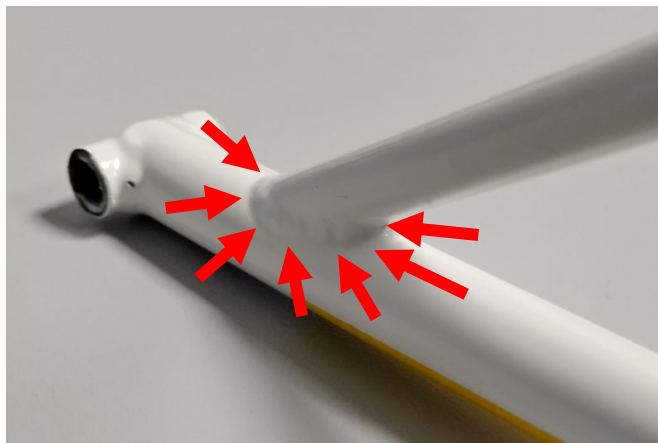


Figure 7 - Weld seams are applied **continuously** around the **entire circumference** of all tube contact points.

EXAMPLES OF UNACCEPTABLE WELD SEAMS:

Figure 8 - Weld seams **don't cover the entire circumference** of the tube, red arrows pointing at the missing weld seams - example with paint partly removed.

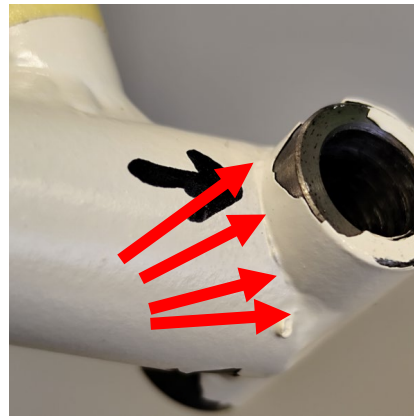


Figure 9 - Weld seams **don't cover the entire circumference** of the tube, red arrows pointing at the missing weld seams - example with paint present.



Figure 10 - Another instance of a **missing weld seam at the tube corner contact point**.

NOTE: Examples were prepared for illustration purposes and were not part of an aircraft.

CAUTION: In case of doubts contact Pipistrel Support through the online [Product Support form](#) and attach photos.

8. Repeat the steps on the other wing.
9. If NO findings are identified, install the cover using Allen screws removed earlier, install the fuel PVC hose (if present), install the wing iaw. 57-10: 2.1.2. in [1] and disregard further actions - proceed to the compliance report section of this document.

If any findings are identified, promptly contact Pipistrel Support through the online [Product Support form](#) with photos attached and proceed with Procedure Part B as outlined below to ensure the continued airworthiness of the subject aircraft. If findings are identified during inspection, aircraft cannot be dispatched until bellcrank replacement is performed according to Part B.

For replacement instructions and further guidance, contact Pipistrel Support.

PART B –Bellcrank replacement

REMOVAL OF CURRENT BELLCRANK

1. Remove air brake limiter bolt (index 1 on Fig. 6).



Figure 11 - Airbrake limiter

2. Place airbrake in extended position and support it with foam to relieve tension from control mechanism.

NOTE: Note bolt orientation before disconnecting assembly for future assembly.

3. Remove and discard nut (index 1 on Figure 12), remove washers and bolt (index 2 on Figure 12) and disconnect short air brake drive push rod (index 3 on Figure 12).

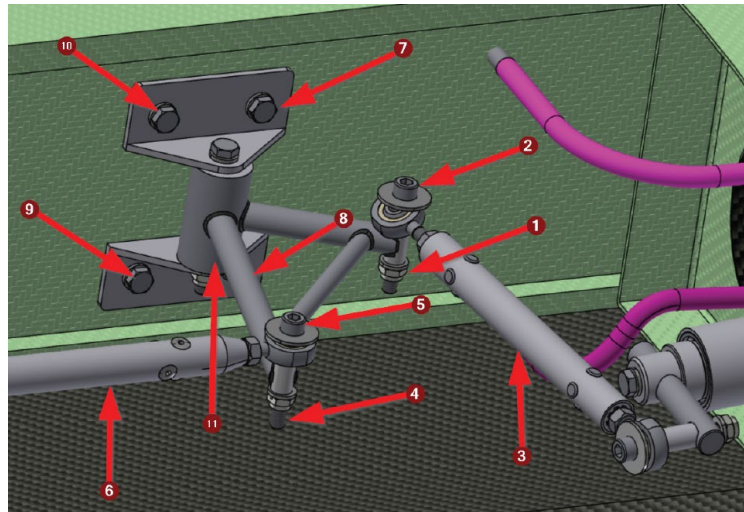


Figure 12 - Airbrake bellcrank assembly

NOTE: Note bolt orientation before disconnecting assembly for future assembly.

4. Remove and discard nut (index 4 on Figure 12), remove washers and bolt (index 5 on Figure 12) and disconnect long air brake drive push rod (index 6 on Figure 12).
5. Remove bolts (index 7,8,9,10 on Figure 12) and washers securing bell crank assembly (index 11 on Figure 12) on to wing. Discard nuts.

6. Carefully push wiring tube (if installed) of wingtip lights away (index 1 on Figure 13) and remove bell crank assembly from wing.

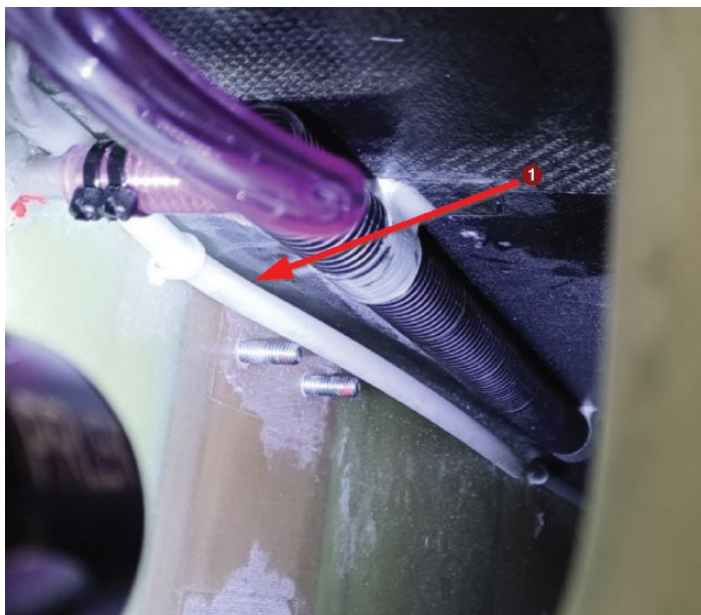


Figure 13 - Wingtip light wiring tube

INSTALLATION OF NEW BELLCRANK

7. Insert the new bellcrank assembly into wing. Carefully move wingtip light (if installed) wiring away and line up L-brackets with studs in wing spar.

NOTE: Ensure not to pinch wiring between L-brackets and wing spar.

8. Apply Loctite 243 on threads and install bolts, washers and new self-locking nuts (index 7,8,9 and 10 on Figure 12). Tighten nuts (4 EA) in a cross pattern to 9 Nm. Mark heads/threads with torque stripe.
9. Connect long air brake drive push rod (index 6 on Figure 12) to bell crank. Install bolt (index 5 on Figure 12), washers, apply Loctite 243 to threads and install new nut (index 4 on Figure 12). Tighten nut to 9 Nm. Mark connection with torque stripe.
10. Connect short airbrake drive push rod (index 3 on Figure 12) to bell crank assembly. Install washers, bolt (index 2 on Figure 12), apply Loctite 243 to threads and install new nut (index 1 on Figure 12). Tighten nut to 9 Nm. Mark connection with torque stripe.

11. Apply Loctite 243 to thread and reinstall air brake limiter bolt (see Figure 11).
12. Remove foam padding and lower air brake.
13. Repeat steps 1-12 on the other wing.
14. Perform air brake inspection iaw. 57-70: 2.1.1. in [1].
15. Perform air brake extension adjustment iaw. 57-70: 2.2.1. in [1].
16. Perform closing moment check with the airbrake torque check attachment iaw. 57-70: 2.2.2. in [1].
17. Reinstall wings iaw. 57-10: 2.1.2. in [1].
18. Fill out aircraft logs.

Reporting compliance

Report compliance with this SB by scanning the QR code or clicking on the link below and filling out/submitting Pipistrel's service document compliance form.

<https://www.pipistrel-aircraft.com/support/other-service-document-compliance-form/>



NOTE: Pipistrel would like to outline the importance of reporting compliance upon Service Bulletin implementation, in order to be compliant with it. This action has to be performed by the person or entity that implements the Service Bulletin.

Remarks:

Not applicable.

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END OF SERVICE BULLETIN