



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

NOTIFICATION

N-042619

DATE ISSUED: 04/26/2019
DATE EFFECTIVE: 04/26/2019
SUPERSEDES NOTICE: N/A
SUBJECT: Handling Instructions for Aircraft Controls in High Wind Conditions
AIRCRAFT AFFECTED: **MODEL:** A5
S/N: All
REQUIRED ACTION: None
TIME OF COMPLIANCE: Immediately
REVISION HISTORY: Initial Release

PURPOSE:

ICON is committed to designing, manufacturing, delivering, and supporting a high-quality Light Sport Aircraft, providing a level of safety well beyond expectations. In the process of maintaining both customer and company A5 aircraft, ICON has observed the potential for damage to the flight controls, specifically the flaps, when taxiing or parking in high wind conditions. The purpose of this notification is to provide procedures to follow while taxiing or parking in high wind conditions.

INSTRUCTIONS:

Taxiing in High Winds

1. While taxiing in strong tail winds (or quartering tail winds) greater than 20 knots, it is likely that one or both of the flaps can be rapidly forced to full deflection against the control stop. This can be heard by an audible bang of the flap hitting the control stop. If the wind speed or direction changes relative to the aircraft, it is possible one or both of the flaps will rapidly return to their previous position (see Section 7.3.3 of Pilot's Operating Handbook for more details on wing flap system).
2. If this occurs, the situation can be alleviated by fully extending the flaps while taxiing. Flaps should be left extended until takeoff.
3. Wind can also cause the ailerons and elevator to bang against their stops if the stick is left free to float. Keeping a hand on the stick while taxiing in high winds will prevent this.

Parking in High Winds

1. It is best to find a location to park the aircraft indoors such as a hangar.
2. If parking or tying the aircraft down outside when high winds are present, it is likely the controls will bang against the stops.
3. If it is suspected high winds will be present, it is best to orient the aircraft into the prevailing wind. When leaving the aircraft unattended on the ramp, the flaps should be fully extended to prevent them from moving.
4. The seatbelt should also be secured around both control sticks to prevent the ailerons and elevator from moving. To properly hold the stick in place, loop each seatbelt twice around the hand grip portion of its respective control stick. If the seatbelt is looped around the shaft of the



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stick instead of the hand grip, the control system will not be properly secured. See Figures 1 and 2 below.



Figure 1: Ailerons and Elevator gust locked with both seatbelts

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Figure 2: Seatbelt should be double looped around control stick grip. Single looping around grip, or double looping around stick shaft will not properly secure control surfaces.

If you are no longer owner/operator of this aircraft, please forward this information to the present owner/operator and notify ICON Aircraft, Owners Center at:

ICON Aircraft
2141 ICON Way
Vacaville, CA 95688
(855) FLY-ICON or (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.



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NOTIFICATION APPROVAL

A handwritten signature in black ink, appearing to read "Bret Davenport".

Bret Davenport

Flight Sciences Manager

4/26/2019

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