

# SERVICE BULLETIN

## and CORRECTIVE / PREVENTIVE ACTION (CAPA) PLAN

### Service Bulletin SB-ELL-2026-01

<b>SB Number</b>	SB-ELL-2026-01
<b>Title</b>	One-time inspection — Flight-control attachment fasteners (elevator, aileron, rudder)
<b>Issue / Date</b>	Issue 1.0 / 30 April 2026
<b>Effectivity</b>	All ellipse aircraft (Type Certificate ULL 02/2019) released to operators between 03/04/2023 and 30/04/2026 inclusive.
<b>Compliance</b>	MANDATORY — within 25 flight hours or by 30 June 2026, whichever occurs first.
<b>Originator</b>	Ing. Jan Vavřín, Chief Engineer, ellipse aero s.r.o.

#### A.1 Reason

During an ACAM line audit on 08/04/2026 of aircraft G-CNEA (Audit Ref. GCAM.1654, Finding GANC.3608), the main elevator attachment lever connection nut was found to be of an incorrect type — a Nyloc self-locking nut had been installed in lieu of the Type-Design castle nut secured by a safety locking split pin. The installation did not provide minimum thread protrusion and lacked positive locking.

Although no in-service failure has been reported, the same potential exists on other ellipse aircraft assembled or reassembled during the affected production period. This Service Bulletin requires a one-time inspection of the flight-control attachment fasteners to confirm correct hardware is installed.

#### A.2 Description

Inspect the following attachment points and verify the installed fastener matches the Type Design BOM, that thread protrusion is at minimum two threads beyond the nut face and that the locking method (castle nut + split pin or other approved positive lock) is fitted and in good condition:

- Main elevator attachment lever connection (castle nut + split pin)

#### A.3 Compliance Procedure

1. Ground the aircraft until the inspection has been completed.
2. Provide safe access to attachment point per the maintenance manual.
3. Visually verify the type of nut and the presence of split pin or other approved locking device.
4. Verify thread protrusion ( $\geq 2$  threads beyond nut face).
5. If non-conformity is detected — DO NOT FLY — contact ellipse aero immediately for rework instruction. ellipse aero will issue an aircraft-specific Engineering Order.
6. If attachment points are correct, record the inspection in the aircraft logbook citing this SB and return the attached compliance form to ellipse aero.

#### A.4 Reporting

Operators shall return the Compliance Form within 7 days of inspection completion and in any case by 30 June 2026. Non-conformities shall be reported within 24 hours of detection.

## **A.5 Materials**

If rectification is required, ellipse aero will dispatch a kit containing the correct castle nut and split pin per the Type Design BOM, accompanied by an aircraft-specific Engineering Order.

## **A.6 Approval**

This Service Bulletin has been reviewed and approved by the Chief Engineer / LAA CR Designated Engineer

## Annex A — SB-ELL-2026-01 Compliance Form

To be completed by the operator/maintainer and returned to ellipse aero s.r.o. (info@ellipse.aero) within 7 days of inspection completion.

<b>Aircraft Registration</b>	
<b>Aircraft Serial Number</b>	
<b>Total Airframe Hours at inspection</b>	
<b>Date of inspection</b>	
<b>Inspector name and licence/authorisation</b>	

<b>Attachment point</b>	<b>Nut type correct?</b>	<b>Split pin / lock fitted?</b>	<b>≥ 2 threads protruding?</b>	<b>Remarks</b>
Main elevator attachment bolt				

Inspector signature .....

Date .....