

MANDATORY SERVICE BULLETIN**SUBJECT:** Inspect Visor Bracket Mount Joint**REVISION:** 00**DATE:** 1/12/2016**EFFECTIVITY:** KODIAK[®] 100 Series Airplane Serial Numbers 100-0001 thru 100-0159**SUMMARY**

Quest[®] has identified a single instance where the crew visor bracket pivot was oriented such that it may be in the head path of the pilot and co-pilot occupants during an accident. To ensure compliance with FAR 23.562(c)(5), this Service Bulletin requires a one-time inspection of the orientation of the visor mount, pivot face, and pivot to ensure they are oriented correctly. If the visor mount hardware is found to be installed incorrectly, owners should notify Quest and correct the orientation by adjusting the visors in accordance with the attached instructions.

Document Number	Document Title
FSI-131	Visor Inspection and Adjustment

COMPLIANCE

Inspect and modify aircraft at the owner/operator's earliest convenience.

FAA APPROVAL STATUS

The resultant alteration described above has been shown to comply with the applicable FAA regulations and is FAA approved.

SPECIAL INSTRUCTIONS


None

CREDIT AND WARRANTY INFORMATION

Quest will reimburse owners of aircraft serial numbers 100-0001 thru 100-0159 up to one hour of labor costs associated with this bulletin for submissions within one year from the date listed on this Bulletin. Refer to our web site at www.questaircraft.com for warranty claim reimbursement instructions.

Quest Customer Service**Phone:** (208) 263-1111 **Toll Free:** 1 (866) 263-1112**Email:** customerservice@questaircraft.com

Quest Aircraft Company LLC, 1200 Turbine Drive, Sandpoint, ID 83864

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FIELD SERVICE INSTRUCTION

TITLE:

Visor Inspection and Adjustment

SERIAL RANGE: 100-0001 thru 100-0159

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SUBJECT

This Field Service Instruction (FSI) for the KODIAK[®] 100 provides procedures for inspecting and adjusting the pilot and co-pilot visor mount.

WEIGHT AND BALANCE

None

MANPOWER

Estimated Man-Hours: 1 hour

Minimum Persons: 1 person

Man-hour estimates are based on the minimum personnel required. As appropriate, Quest encourages the use of additional personnel, which may reduce the actual man-hours.


“Minimum Persons” refers only to maintenance personnel or installers, and unless otherwise specified within this instruction, does not include additional personnel who may be needed solely to comply with safety requirements (for example, safety observers who are not performing tasks within this instruction). It is the responsibility of maintenance personnel to comply with safety requirements, including having a safety observer available as needed.

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▲ DISCLAIMER ▲


The instructions/procedures presented herein are based upon the systems and components of the aircraft when it was delivered from the factory, or as modified by Quest Service Bulletins. Third-party modifications that have affected any component, system, or operating characteristic discussed by this document may invalidate the instructions/procedures provided. Before performing the instructions/procedures herein, examine all Supplemental Type Certificate (STC) or equivalently authorized modifications to verify that the instructions/procedures presented in this document can be properly completed. If an aircraft has an STC or equivalently authorized modification that affects any component, system, or operating characteristic also affected by this document, the operator is responsible for obtaining appropriate regulatory approval before performing the instructions/procedures herein. Quest Aircraft Company cannot be responsible for the quality of work performed in accomplishing the requirements of this document.

If you have any questions as to the applicability of this document to your specific aircraft, contact Quest Customer Service by telephone at (208) 263-1111, toll-free at (866) 263-1112, or via email at CustomerService@QuestAircraft.com

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REVISION RECORD

REV	PAGE	CHANGE DESCRIPTION
00	All	Initial Release

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1. Special Safety Instructions

1.1 Warnings

Failure to comply with “Warnings” contained in this instruction may result in financial loss, significant delay in the completion time, and/or serious injury to personnel.

1.2 Cautions

Failure to comply with “Cautions” contained in this instruction may result in the destruction of components, unnecessary complications, the need to reverse completed work, and/or delays in the completion time.

1.3 Reference Materials

This document may refer to reference manuals or documents. Any reference to these manuals or documents assumes the latest revision, which should be employed when performing the work described within this document, unless otherwise specified.

2. Parts, Tools, and Equipment

The following tables describe the parts, tools, and equipment necessary to successfully complete this instruction. Where applicable, reference to drawings provided with this instruction is provided.

Table 2-1: Parts and Tools Included in the Service Kit

Item #	Part No.	Qty	Description
2-1-1	N/A	N/A	N/A

Table 2-2: Consumables Included in the Service Kit

Item #	Part No.	Qty	Description
2-2-1	N/A	N/A	N/A

Table 2-3: Serial-Number-Specific Parts Included in the Service Kit

Item #	Part No.	Qty	Description
2-3-1	N/A	N/A	N/A

Table 2-4: Parts and Tools NOT Included in the Service Kit

Item #	Part No.	Qty	Description
2-4-1	Loctite-243-0.5mL	1	Loctite® 243

3. General

Quest has identified a single instance where the crew visor bracket pivot was oriented such that it may be in the head path of the pilot and co-pilot occupants during an accident. To ensure compliance with FAR 23.562(c)(5), the following procedure includes an inspection to verify that the visor bracket pivots of both visors are oriented correctly, and it includes instructions for re-orienting the pivots of the visor mounts, if necessary.

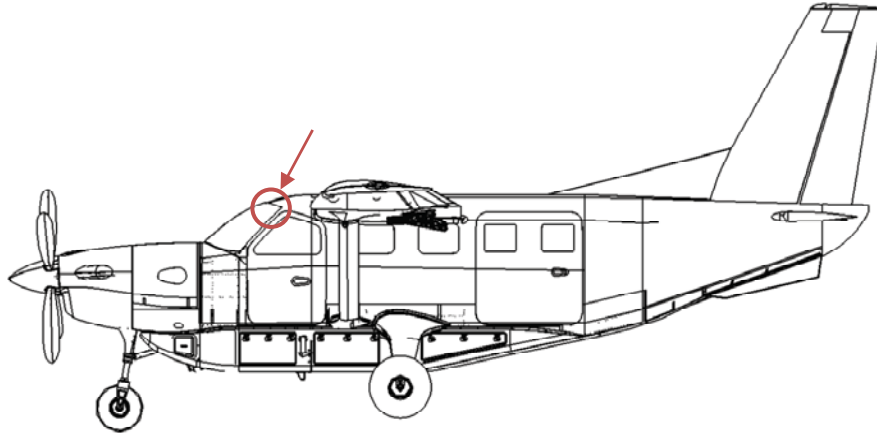


Figure 3-1: Visor Location - Overview

3.1 Limitations

None

3.2 Tolerances

N/A

4. Preparation

None

5. Instructions

5.1 Inspection

Perform the steps in **Section 5.1** on the visor of both the pilot and co-pilot side.

1. Inspect the pivot face to ensure it is oriented nearly vertical; reference **Figure 5-1**.
2. Inspect the pivot to ensure it is oriented nearly horizontal, towards the windshield or outboard towards the interior; reference **Figure 5-1**.
 - a. If both are found oriented correctly, continue to **Section 6**.
 - b. If either is found oriented incorrectly, proceed to **Section 5.2**.

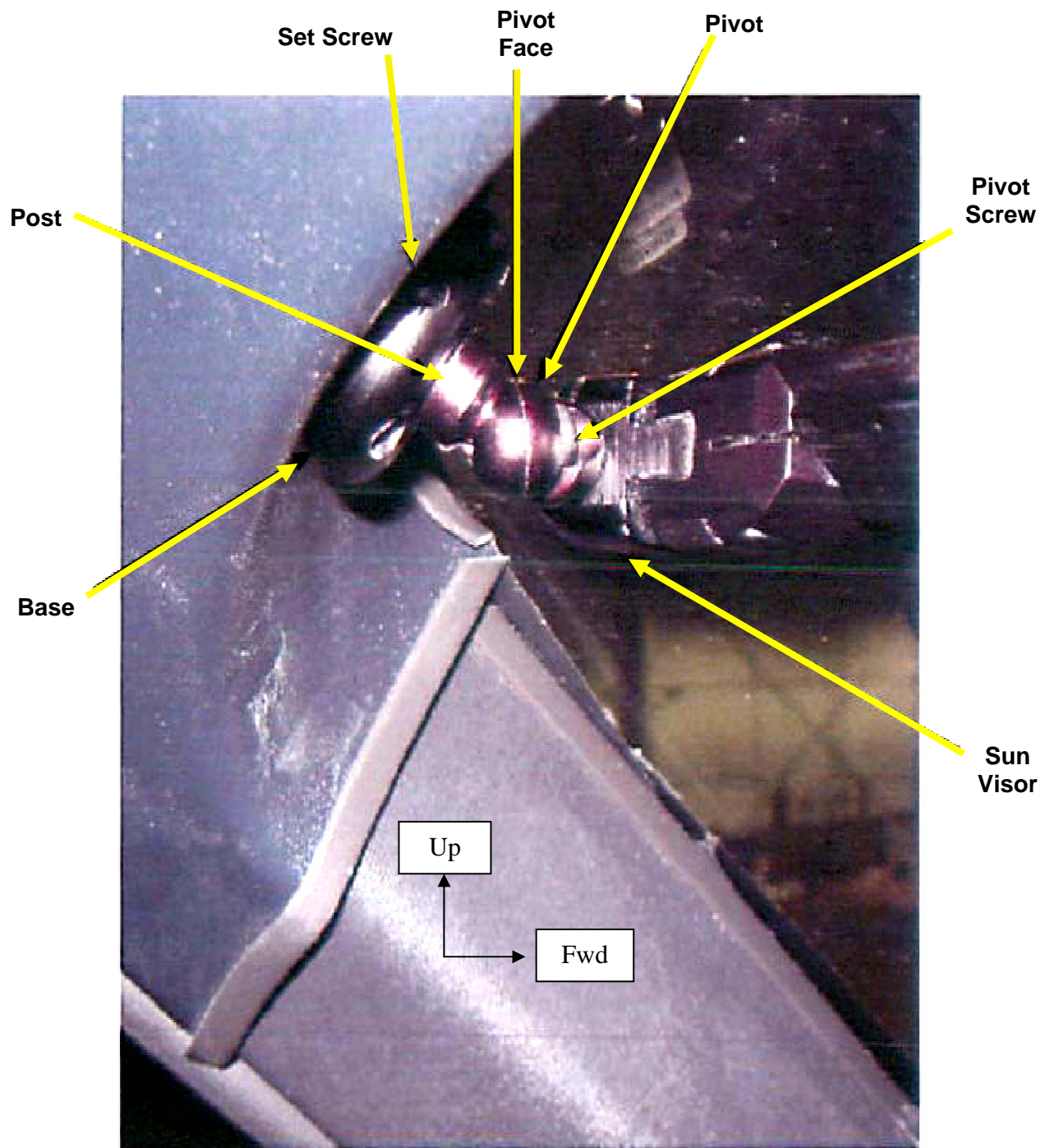



Figure 5-1: Visor Mounting Position (Pilot Side Shown)

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5.2 Remove and Install/Position Visor Assemblies

▲ NOTE ▲

This section is needed only if the visor mount of either visor is positioned wrongly or being replaced. If the visor mount is positioned correctly, continue to **Section 6**.

1. Loosen pivot screw and set screw (**Ref. Figure 5-1**). If needed, remove assembly from the aircraft and apply local heat to assembly of approximately 250° C; disassemble while hot.
2. Install and position both visor assemblies in their new locations as described below. Refer to **Figure 5-1**.
 - a. When the final location is determined, use LOCTITE® 243 in the following locations:
 1. Between the base and post
 2. Between the set screw and base
 3. Between the pivot faces
 4. On the pivot screw.
 - b. If the base plate is secured to the headliner, loosen the three mounting screws.
 - c. Loosen the set screw that clocks the position of the post. Rotate the post so that the pivot face is vertical (+/- 5°).
 - d. Tighten the set screw to lock the post in place.
 - e. Loosen the pivot screw and position the pivot to +7 ° /-0 ° of horizontal.
 - f. Tighten the pivot screw.
 - g. Tighten the three mounting screws in the base, if previously loosened.
3. Adjust the other joints of the visor arm as necessary by rotating, lengthening, shortening, loosening and tightening the various joints so that the visor remains in place under normal flight conditions and the visor arm does not come in contact with the windshield when rotated through its full range of motion.

6. Completion

6.1 Restore Airplane to Airworthy Condition


As needed.

6.2 Perform Functional Check

Verify visor remains in place under normal flight conditions.

6.3 Records of Completion

Update the appropriate KODIAK 100 maintenance records.

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6.4 Applicable Manual Revisions/Updates

None.

▲ NOTE ▲

Quest Aircraft Company recommends updating the approved *KODIAK 100 Pilot's Operating Handbook and Airplane Flight Manual* (AM901.0) and any applicable supplements to the latest revisions, and maintaining the airplane in accordance with the latest approved *KODIAK 100 Airplane Maintenance Manual* (AM902.0). Contact Quest Aircraft Customer Service with any questions related to maintenance material.

---END---