



Mandatory Safety Notice SN 2025-01

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Subject: Elevator Balance tube removal.
Model Affected: MXS and MX2 Aircraft fitted with adjustable balance tubes.

A limited number of aircraft were manufactured with a balance tube. On one instance the locking cap loosened during flight. **DO NOT MODIFY THIS LOCKING CAP AND INSPECT TO MAKE SURE THE CAP IS LOCKED AND SECURED CORRECTLY.** This safety notice is considered mandatory by MX Aircraft Co. Below are instructions to balance the controls and remove the cap/balance tube set up from the aircraft.

First carry out a balance of the elevator control column. To carry this out follow steps below.

Firstly, remove the elevators from the aircraft. The balance should be conducted with both elevators bolted together acting as one unit. See photo below. Place the elevator onto knife edges and then place a scale as shown below on the trailing edge of the elevator and there should be a weight on the scale from between 0.4kg to 0.65kg. This indicates a trailing edge heavy elevator. If this is not the case balance controls until this is achieved. If weight is required mix a lead shot/resin mixture and pour it into the balance tubes. If more is required, it can be placed into the elevator horns.



Elevators resting as one

Note:

This counterbalance weight consists of a mixture of lead shot and structural adhesive which is poured into a sectioned off area in the counterbalance arm of the elevator.

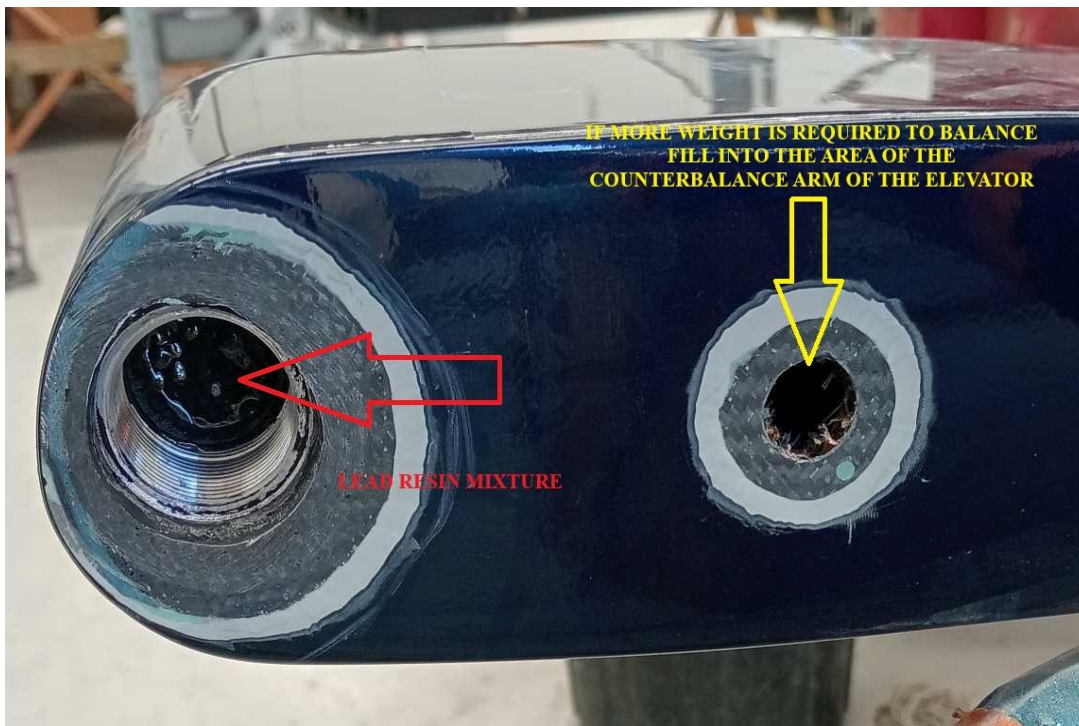


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Elevator resting on the scales indicating trailing edge heavy weight

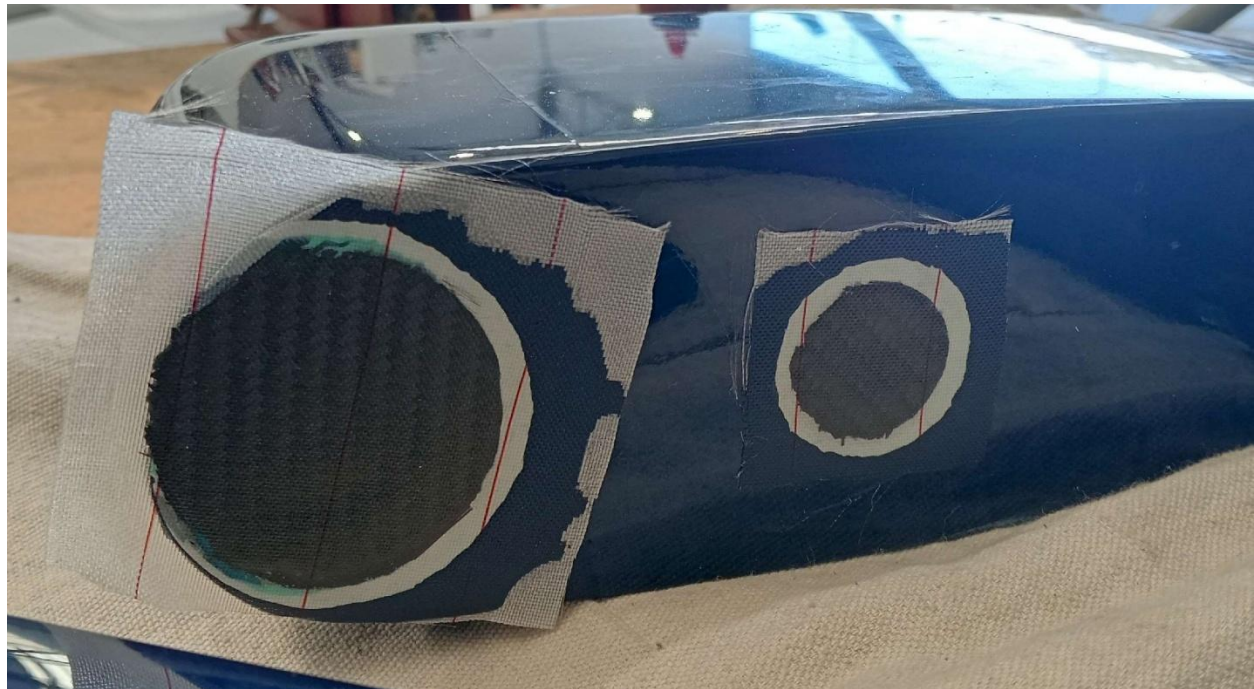
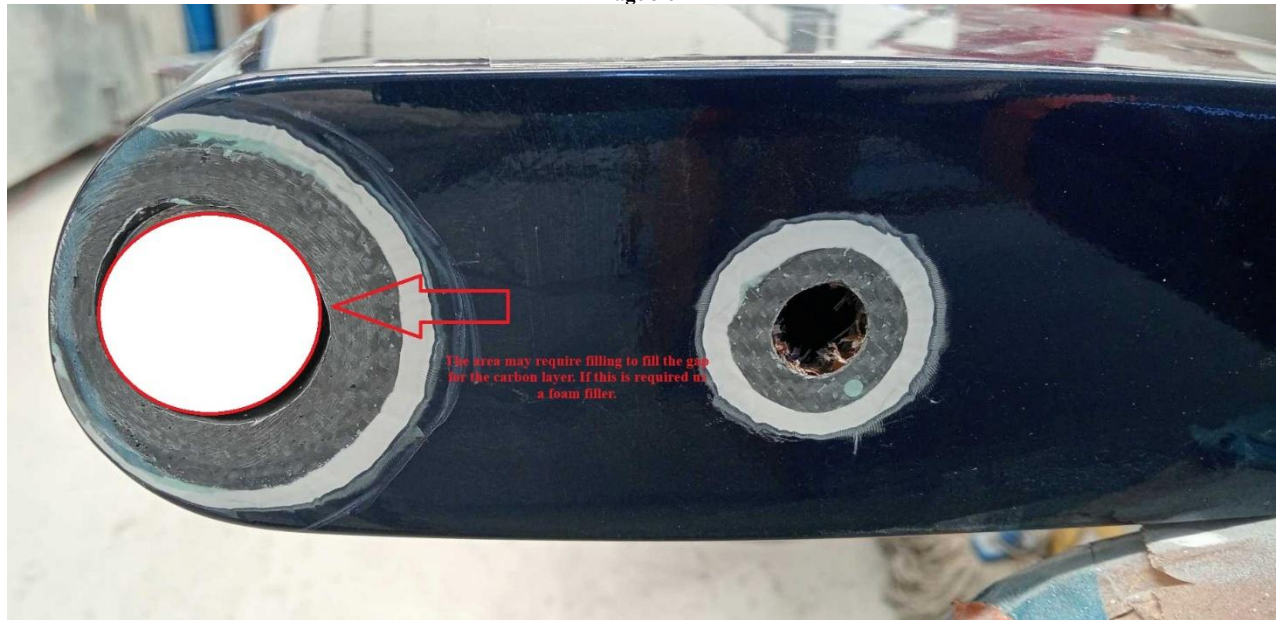


The reference elevator in the image had initially had an exceeding trailing edge heavy weight. Image below shows where the lead/resin mixture was filled. Image also indicated where more weight may go if required.



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Lay up two layers of carbon with an epoxy resin to cover the holes. We use a peel ply to give it a smooth finish. Once cured clean and paint as required.



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If ANY discrepancies are found; **DO NOT FLY ANY FURTHER** and report your findings to the MX Aircraft Co. to jack@mxaircraft.com.

Once the modification has been carried out there are no further requirements for inspection.

