

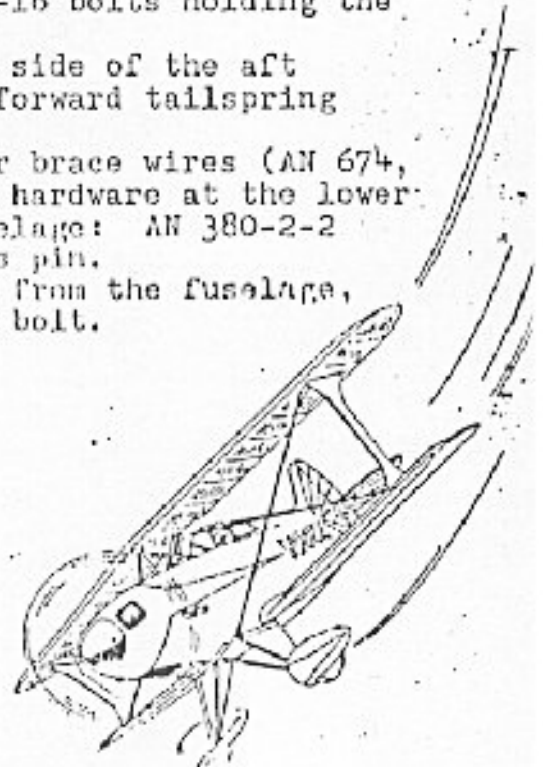
# PITTS AVIATION ENTERPRISES, Inc.

P.O. BOX 548 • HOMESTEAD, FLORIDA 33030

May 1, 1972

## SERVICE BULLETIN NO. 4

1. APPLICABILITY: ACCOMPLISHMENT OF THIS SERVICE BULLETIN IS MANDATORY, PRIOR TO 21 MAY, 1972. This service bulletin applies to all Pitts Aviation Enterprises Model S-2A airplanes from serial no. 2001 through and including serial no. 2022. (This change on airplanes serial no. 2023 & up will be accomplished at the factory.)
2. PURPOSE: To preclude failure of the horizontal stabilizer lower brace wire attachment to the fuselage.
3. DISCUSSION: A failure of the part no. 2-2117-1 "strap-stabilizer brace" has been brought to our attention. The failure occurred at the weld of the strap to the fuselage lower longeron. Although we believe this occurrence to have been an isolated case, we are making the following change mandatory.
4. ACCOMPLISH THE FOLLOWING: (Refer to Fig. 1.)
  - a. Chock the main wheels of the airplane.
  - b. Support the aft fuselage of the airplane approximately six inches forward of the tailspring forward attaching bolt. (Note that the tailwheel assembly must not be supporting any load.)
  - c. Loosen until free the two AN 4-16 bolts holding the tailspring to the finpost.
  - d. Remove the access cover on the side of the aft fuselage giving access to the forward tailspring attach bolt (AN 6-21).
  - e. Loosen the two lower stabilizer brace wires (AN 674, 31 inches long) and remove the hardware at the lower ends of these wires at the fuselage: AN 380-2-2 cotter pin and AN 394-15 clevis pin.
  - f. Loosen the tailspring assembly from the fuselage, discarding the AN 6-21 forward bolt.



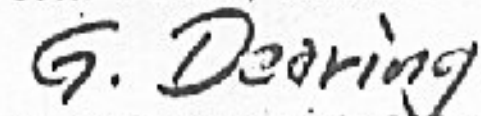
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- g. Cut off the two tabs on the existing 2-2117-1 strap as close to the fuselage longerons as convenient.  
Note: 1. Do not damage the longerons;  
2. The upward-sloping portion of the tab must be removed completely;  
3. Smooth all rough edges;  
4. Prime the exposed metal surfaces.
- h. Install the new 2-2117-1A strap supplied with this Bulletin on top of the remaining portion of the old strap, using the new AN 6-22 bolt, (supplied also), and sandwiching the 2-2117-1A strap between the fuselage structure and the tailspring assembly.
- i. Run up snug but do not tighten all three tailspring bolts.
- j. Re-attach the two An 674 wire lower ends to the 2-2117-1A lugs, using the same hardware as step (e) above with a new cotter pin, and re-tighten the wires, to the same tension as before they were loosened in step (e) above.
- k. Tighten all three tailspring attach bolts. (Torque all three bolts to 80 to 100 in.lb.)
- l. Reinstall the access plate.
- m. Check for security of all items.
5. AFTER ACCOMPLISHING THE ABOVE ITEMS: Return the enclosed compliance card to Pitts Aviation Enterprises, Inc.

Approved: Pitts Aviation:

  
C.H. Pitts, President

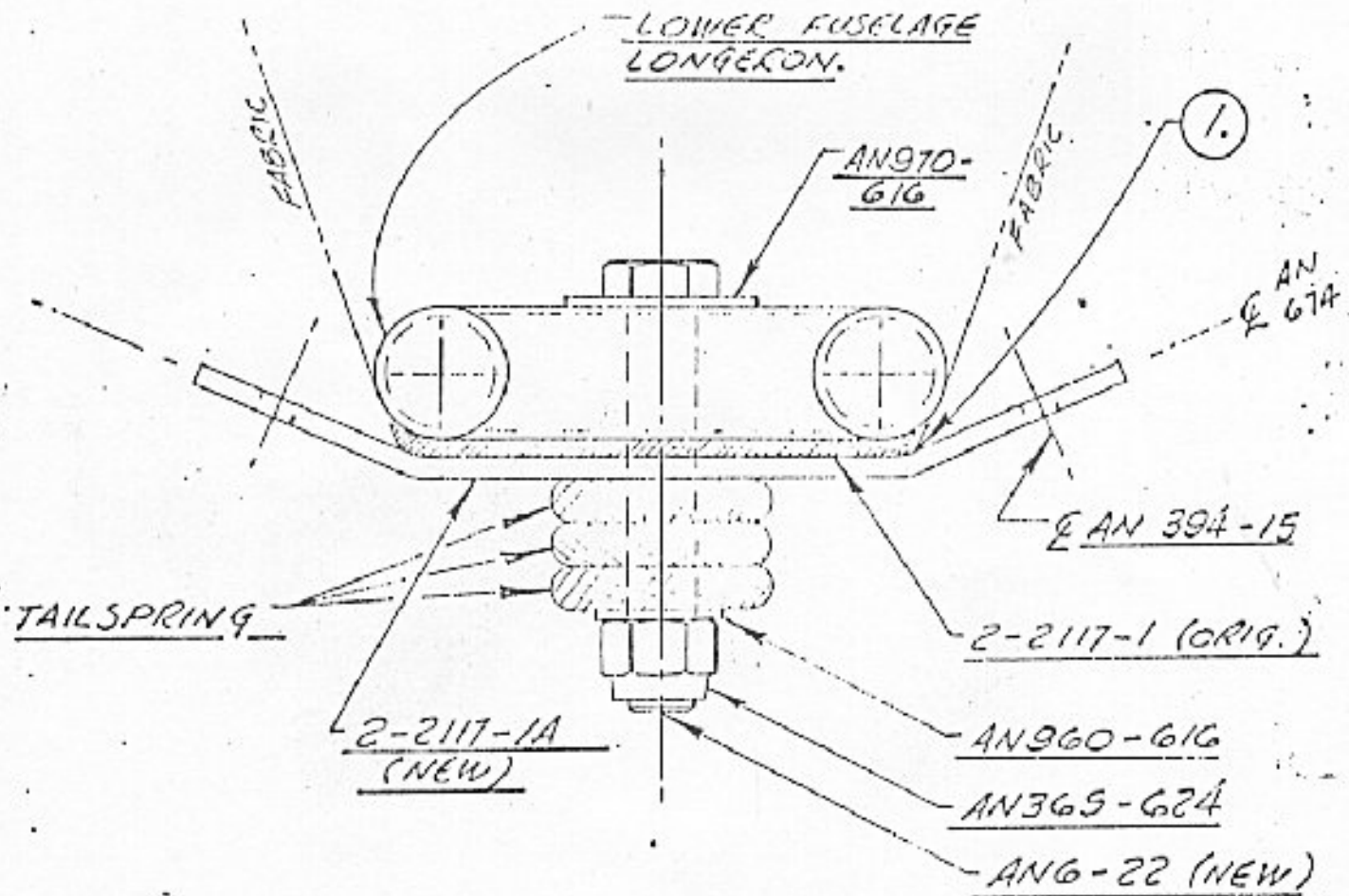
  
G. Dearing, Chief Engineer

F.A.A. Approved

SERVICE BULLETIN NO. 4  
(MANDATORY)

FIG. 1.

AIRPLANE



NOTE ①: RADIUS LOWER EDGE OF CUTOFF APPX.  $\frac{1}{32}$

FAA APPROVED  
1 MAY 1972