



Light Aircraft Manufacturers

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SERVICE BULLETIN

A-1

DATE: January 10, 1995

SERVICE BULLETIN - No. 11

Engineering Aspects are
FAA Approved.

SUBJECT:

A-1 Husky Elevator Horn

MODELS AFFECTED:

All A-1 Husky

TIME OF COMPLIANCE:

Immediate

An elevator horn has cracked and failed on an A-1 Husky in Switzerland. The aircraft has a total of 957 hours of service time and approximately 9000 take-offs and landings. The aircraft involved is used for glider towing.

Subsequent examination of the failure, and a study of the possible causes of the failure, indicates strongly that the failure may be due to improper rigging of the horizontal stabilizers on the aircraft resulting in a slight amount of dihedral, which causes a small bending load on the elevator horn when the elevator is moved through its range of travel. After a sufficient number of bending cycles, a crack can be induced, and if not discovered in time, will progress until failure of the elevator horn occurs.

For the foregoing reasons, it is requested that all A-1 Husky elevator horns be inspected for cracks in the vicinity of the weld attachment to the elevator spar. In addition, the rigging of the tail surfaces should be checked to insure that the stabilizers are not rigged with any dihedral. Rigging instructions can be found in the A-1 Husky "Instructions For Continued Airworthiness".

A compliance letter is enclosed with this service bulletin and it is requested that it be filled out and returned to Aviat Inc., with the results of the requested inspection, at the owner's earliest convenience. If a crack is found, please notify the factory by FAX or telephone immediately.

COMPLIANCE LETTER

This is to certify that I have inspected the elevator horns on A-1 Husky, serial number _____, registration number _____, in accordance with A-1 Husky Service Bulletin No. 11, with the following results:

Cracks found: YES _____
 NO _____

Horizontal tail rigging: DIHEDRAL _____
 NO DIHEDRAL _____

Date _____ Aircraft total time _____ hrs.

Signed by _____