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**SERVICE BULLETIN**

**DATE:** 17 January 2010

**REVISION:** A

**SUBJECT:** Service Bulletin for mandatory inspection and recommended replacement of Engine Intake Box and Control Cable.

**AIRCRAFT MODELS AND SERIAL NUMBERS AFFECTED:**

Husky A-1, all serial numbers;  
Husky A-1A, all serial numbers;  
Husky A-1B, all serial numbers;  
Husky A-1C 180, all serial numbers;

**AIRCRAFT EXCLUDED FROM COMPLIANCE:**

All Husky model aircraft with IO-360-A1D6 engines.

**NOTE**

If you are no longer an owner/operator of the model airplane affected by this Service Bulletin, please forward this information to the current owner / operator.

Aviat Aircraft, Inc. ("Aviat") issues service information for the benefit of the owners / operators of its aircraft. There are three basic types of Service Bulletins issued by Aviat, Mandatory, Recommended and Optional. The owner/operator must comply with Mandatory Service Bulletins. Mandatory Service Bulletins are formatted in a red border and changes, modifications, alterations and inspections are considered by the manufacturers to affect the safety of the aircraft owner / operators. Recommended Service Bulletins are issued by Aviat, when there are items that the manufacturer believes will benefit the owner / operator and in the manufacturer's opinion, should be accomplished, although are not mandatory. Optional Service Bulletins are instructive to the owner/operator but may be accomplished at the owner/operators discretion.

Service Bulletins are mailed to:

1. Aviat Authorized Service Centers, and
2. Purchasers and owners of record with Aviat, and
3. Operators that subscribe to Aviat's SB Publication Service.

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**Engineering Data is FAA Approved**

## **DESCRIPTION**

Due to the nature and location of the engine intake box and control cables, it has come to Aviat's attention that they may be susceptible to excessive wear and tear. Such wear and tear may cause the mentioned parts to fray or break. Accordingly, a newly designed engine intake box is available for Husky owners/operators. The newly designed engine intake box is utilizes a solid damper rod shaft, bearings, a thicker damper control level, new control cable attach mechanism, and a screen. If after inspection a worn control cable or worn intake box component is revealed, Aviat recommends that all owners/operators replace the existing intake box with the newly designed version to avoid failure of this component. The newly designed engine intake boxes come in replacement kits, which contain all of the parts, gaskets and consumables needed to replace the component.

### **WARNING**

**Continued operation with worn or damaged components on the engine intake box may lead to engine failure if the engine ingests those parts. Careful inspection of the engine and compliance with this Mandatory Service Bulletin is necessary to ensure airworthiness of the aircraft prior to its operation.**

## **COMPLIANCE**

Upon receipt of this Service Bulletin, Aviat requires an immediate inspection of the engine intake box and control cable and recommends replacement if parts appear in a condition that is not airworthy. The following engine intake box kits are immediately available from Aviat.

1. Aviat Aircraft kit number A-1-556 containing part number 35453-502 and attachment hardware for the O-360-CIG and O-360-A1P, or
2. Aviat Aircraft kit number A-1-556PUP for part number 35453-504 for O-320-D2A engine.

Immediately following the mandatory inspection and / or installation of the engine intake box kit, the owner / operator must complete the attached compliance letter and send the original to Aviat and one copy to the FAA at the address indicated on the form letter.

**APPROVAL**

All engineering data contained in this Mandatory Service Bulletin is FAA approved.

**MANPOWER REQUIRED**

The following information is for planning purpose only and is based upon the work of experienced, properly trained and equipped personnel. Once work has commenced, additional work scope items may be revealed that will increase these estimates.

Estimated person-hours for inspection:	2 Hours
Estimated person-hours for removal and installation:	5 Hours
Suggested number of persons required:	1 Person

**WEIGHT AND BALANCE ADJUSTMENTS**

[ ] Replacement of the engine intake box with the kits listed below does not require any weight and balance modifications due to the similarity and location of the new components.

[ ] Replacement of the engine intake box with the kits listed in this Service Bulletin will require the following modifications to the weight and balance of the aircraft due to minor weight / moment modifications:

<b>Weight (lbs.)</b>	<b>Arm (in.)</b>	<b>Moment (lb.0in.)</b>

**ELECTRICAL MODIFICATIONS**

None

**AIRFRAME MODIFICATIONS**

None

**REFERENCES**

HUSKY Repair Manual

**PUBLICATIONS AFFECTED**

None

**WARRANTY CREDIT**

None

**NOTE**

Should there be any difficulty or problem with the accomplishment of this Service Bulletin please contact Aviat Aircraft, Inc. (307) 885-3151.

**PARTS LIST**

<b>NO. REQ.</b>	<b>CODE NUMBER</b>	<b>PART NUMBER</b>	<b>DESCRIPTION</b>
<b>1</b>		<b>35453-502</b>	<b>Engine Intake Box Kit Number A-1-556 O-360-C1G and O-360-A1P Engines</b>
1	54375		Nut, Hex Castle
1	55675		Pin, Cotter
1	58750		Washer, Flat
1	59100		Set Screw
1	79921		Bushing
1	81795		Gasket
2 feet	65520		Safety Wire

<b>1</b>		<b>35453-504</b>	<b>Engine Intake Box Kit Number A-1-556PUP O-320-D2A Engine</b>
1	54375		Nut, Hex Castle
1	55675		Pin, Cotter
1	58750		Washer, Flat
1	59100		Set Screw
2	79921		Bushing
1	81795		Gasket
2 feet	65520		Safety Wire

**INSTALLATION OF THE ENGINE INTAKE BOX\*****NOTE:**

When installing new carburetor heat control mechanism verify positive travel stops when operating carburetor heat control.

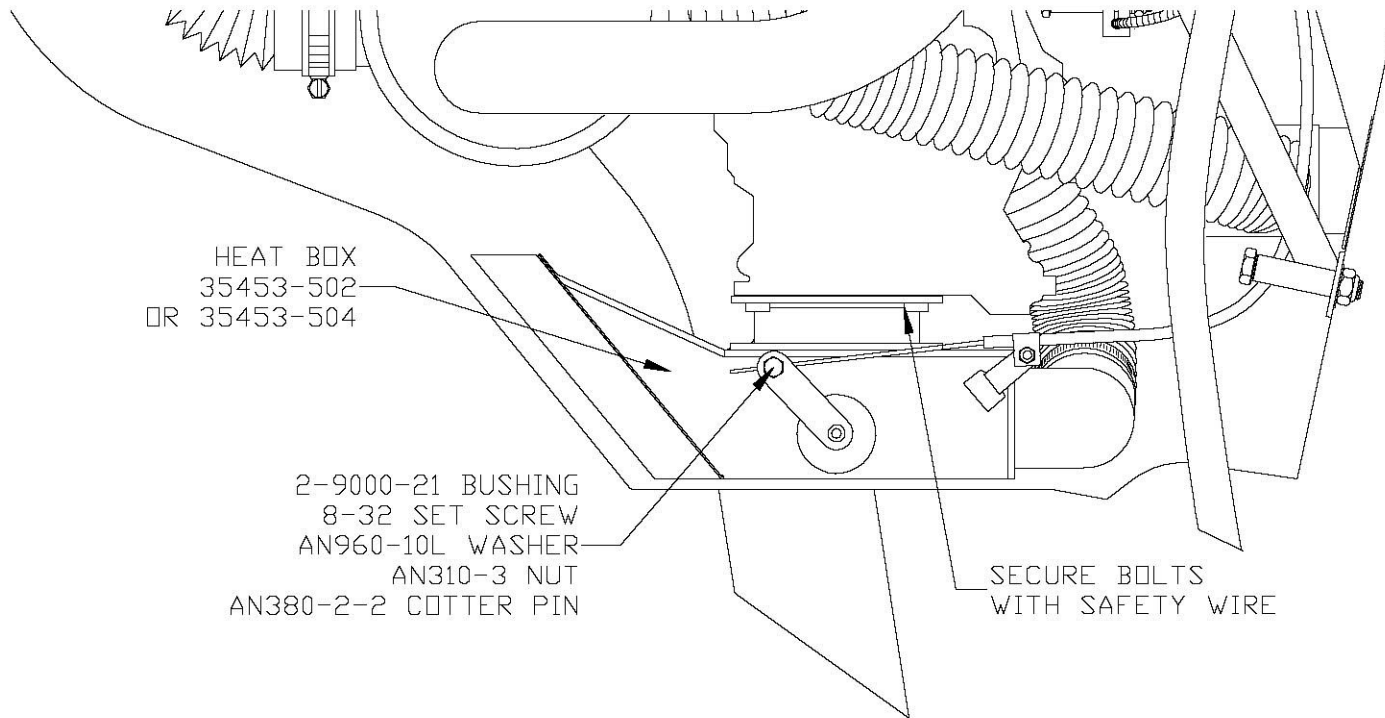
1. Remove Screws from Lower Engine cowling at firewall and nose bowl to remove Lower Cowling. Care should be taken on removal to avoid any paint damage. Retain hardware (nylon washer and fillister screws), which may be re-used during installation.
2. Remove the air filter from engine intake box.
3. Remove the carburetor, hot air control cable attachment hardware.
4. Remove the scot hose from rear of intake box.
5. Remove the safety wire from the attachment bolts holding the intake box to the carburetor.
6. Remove the engine intake box and discard the old gasket.
7. Install the new engine intake box with provided gasket in reverse order as described above with the exception of the new carburetor heat control mechanism.

**WARNING**

Only FAA Certified Mechanics should perform the following removal and installation procedure in accordance with the FAA approved engine manufacturer's maintenance manual.

It is the responsibility of owner / operator to ensure all work is performed in accordance with the FAA approved engine manufacturer's maintenance manual and that only FAA Certified mechanics perform this work.

These kits may not be compatible with airplanes modified by STC installations or modifications.



**COMPLIANCE LETTER**

This is to certify that I have conducted the Mandatory Inspection of the Engine Intake Box and Control Cable and if found unairworthy. Consequently, kit number A-1-556 or kit number A-1-556PUP has been installed on the following aircraft:

Serial Number \_\_\_\_\_ Registration Number \_\_\_\_\_

Model Number \_\_\_\_\_ in accordance with Service Bulletin No. 25.

Date: \_\_\_\_\_ Aircraft Hours: \_\_\_\_\_ Hours

Work was performed by: \_\_\_\_\_ (Print Name)

Signed: \_\_\_\_\_

**Return completed letter to:**

Engineering  
Sky International, Inc.  
P.O. Box 1240  
Afton, WY 83110  
Fax: 307-885-9674

**Send copy to:**

Federal Aviation Administration  
Denver Aircraft Certification Office  
Attn: Roger Caldwell  
26805 East 68<sup>th</sup> Avenue, Room 214  
Denver, CO 80249-6361  
Fax: 303-342-1088