

SERVICE BULLETIN

PITTS SPECIAL

DATE: 29th March, 1996

SERVICE BULLETIN NO.23

SUBJECT: Control Stick
P.N. 2-5110-001

1. EFFECTIVITY

Pitts S-2A

2. PURPOSE

To inspect the front and rear control sticks for cracks. Control sticks found to be cracked or modified must be replaced before further flight.

3. BACKGROUND

In January, 1996 the rear control stick of a Pitts S-2A was found to have fractured in flight. The origin of the fracture was fatigue cracking at the upper weld above the pivot bearing. This stick had also been modified with a hole on the side of the stick for electrical wiring. Modifications such as this are not approved by the factory.

Control sticks on other model Pitts airplanes are made from thicker material so the inspection is limited to the S-2A. The affected sticks may be identified by the part number or by the tube wall thickness of 0.035".

4. COMPLIANCE

Mandatory.

- A. Inspection - Special inspections are only required for airplanes with TIS in excess of 1000 hours and which are fitted with control sticks P.N. 2-5110-001. The initial inspection shall be accomplished within the next 10 hours of operation or one month, whichever occurs first. Subsequent inspections shall be performed at intervals of 50 hours TIS unless the control sticks are replaced by P.N. 2-5110-026.

B. Repair - Cracked control sticks shall be replaced before further flight.

C. Notification - The results of the initial inspection are to be notified to AVIAT AIRCRAFT INC. by returning the attached compliance letter.

5. ACCOMPLISHMENT INSTRUCTIONS

A. Initial Inspection

- (1) Remove the control sticks from the airplane.
- (2) If the structure of the control stick has been modified then it must be replaced.
- (3) Remove the paint and primer in the area around the pivot bearing and welds with a chemical stripper.
- (4) Check for cracks using a dye penetrant method. Refer to Figure 1 for typical location of cracks.
- (5) If any cracks are found replace the control stick.
- (6) If no cracks are found prime and paint the stripped area before re-installing.

B. Repetitive Inspections

- (1) Inspect the area around the pivot bearing and welds (see Figure 1) using a 10X magnifying glass.
- (2) If any cracks are found replace the control stick.

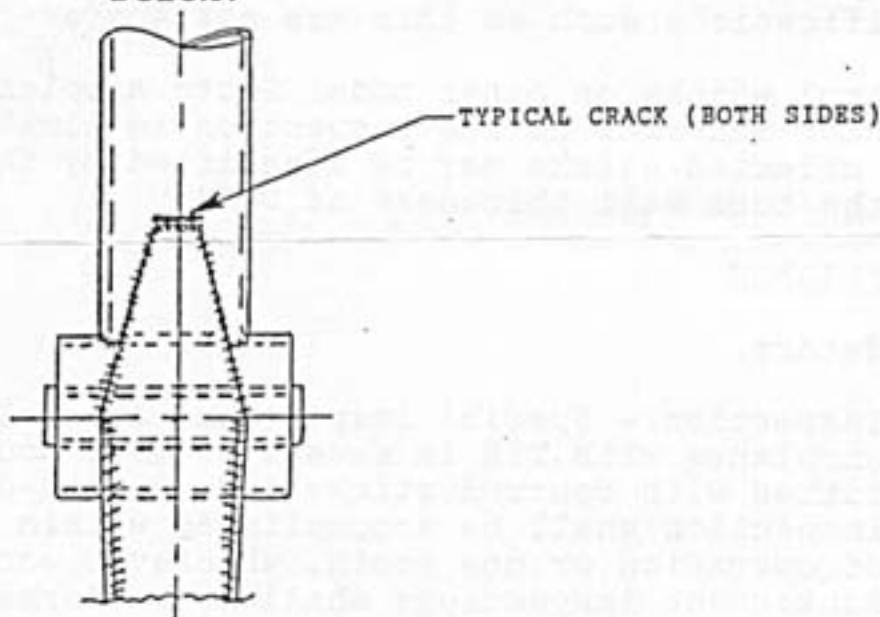


FIGURE 1 TYPICAL LOCATION OF CRACKS

