

PITTS AVIATION ENTERPRISES, Inc.

P.O. BOX 548 • HOMESTEAD, FLORIDA 33030

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SERVICE BULLETIN NO. 8

APPLICABILITY: This service bulletin applies to Pitts Model S-1S airplanes from Serial No. 1-0001 through 1-0025. Serial No. 1-0026 and up will be modified at the factory, as will replacement wings S/N K013 & up.

PURPOSE: To inspect the upper wing leading edge for failed leading edge ribs and if failed leading edge ribs are found, to repair them acceptably. Compliance with this service bulletin is mandatory.

DISCUSSION: Failed leading edge ribs have been noted in the upper wings of airplanes which have been repeatedly flown to or beyond the limits of the design speed-acceleration envelope.

ACCOMPLISH THE FOLLOWING:

1. Inspect each upper wing leading edge rib for damage as follows: (Note that it is not necessary to uncover the wing for this inspection.) At each upper wing leading edge rib station, try to move the aluminum leading edge up and down, and at the same time, try to squeeze the leading edge closed with your fingers. If relative motion or sponginess is felt underneath the aluminum leading edge at any rib, then the wing must be removed from the airplane, uncovered, and the leading edge skin removed to allow repair of the broken rib or ribs. (Note: FAA approved instructions for wing and aileron installation and rigging are contained in pages 57 through 70 of Pitts Aviation Enterprises Assembly Manual No. 5.)
2. If the above inspection shows no damaged leading edge ribs, it is only necessary that you repeat the same simple inspection at least every 50 flight hours.
3. If damage to leading edge ribs is noted, then the damage must be repaired as shown on page 2 & 3 of this bulletin.

NOTE: The repetitive inspection of (2.) above may be discontinued when the 1-437-54 & -55 glue blocks are installed in accordance with instructions in Pitts-Leading Edge Rib Retrofit Kit available from Aerotek, Inc., P.O. Box 547, Afton, Wyoming 83110.

This service bulletin is FM approved.

E. F. Dearing

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