

PITTS AVIATION ENTERPRISES, Inc.

P.O. BOX 548 • HOMESTEAD, FLORIDA 33030

SERVICE LETTER NO. 2

Date: June 26, 1973

Page 1. of 2.

Subject: Reinforcement of flapper door of alternate air heat box assembly. P/N 2-7112-12.

General: The addition of the P/N 2-7112-16 stiffener (shown on sheet 2. of 2. of this service letter) will be made on production Model S-2A airplanes from Serial No. 2060, and up.

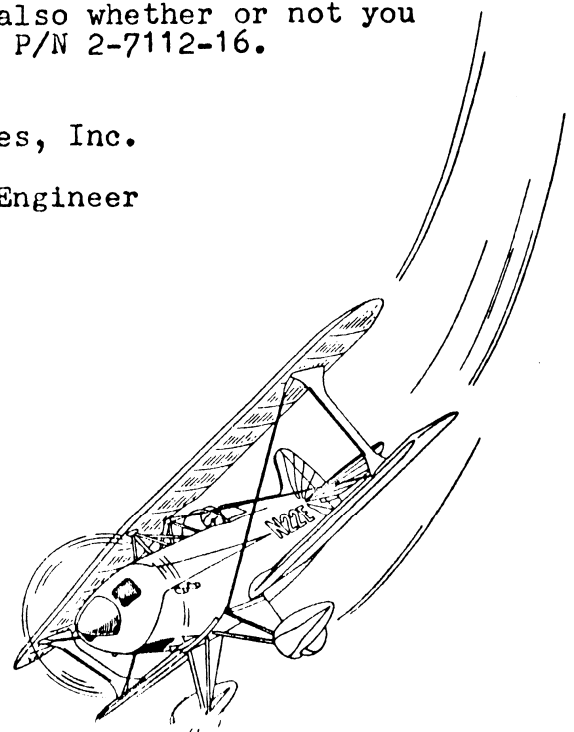
We do not believe at this time that the likelihood of failure of this unreinforced element is sufficiently high that a mandatory Service Bulletin is justified; however, we do suggest that your present flapper door be checked to see if cracks exist next to the hinge line. If so, the cracks should be welded shut and the 2-7112-16 stiffener added, as shown on sheet 2. of 2. (on reverse side).

If you would like to install this stiffener, contact Aerotek, Inc., Afton, Wyoming 83110, for P/N 2-7112-16.

Please notify Pitts Aviation Enterprises, Inc., P.O. Box 548, Homestead, Florida 33030, of the results of your inspection, whether cracks are present or not, and also whether or not you intend to install the repair stiffener, P/N 2-7112-16.

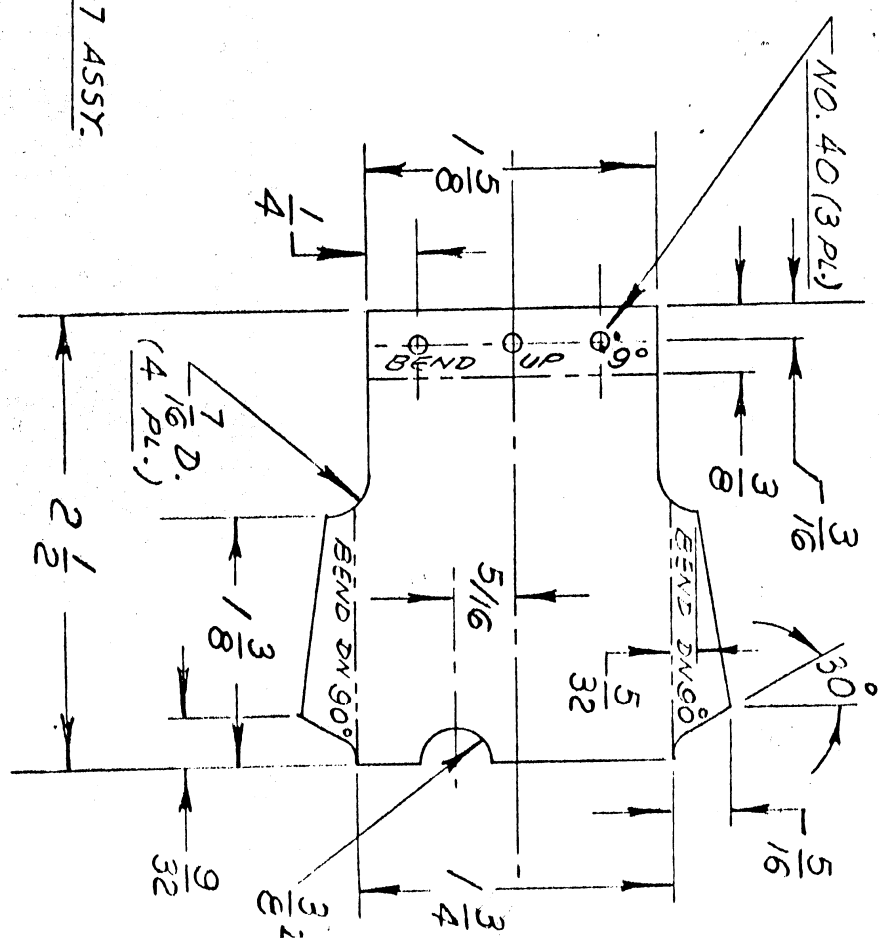
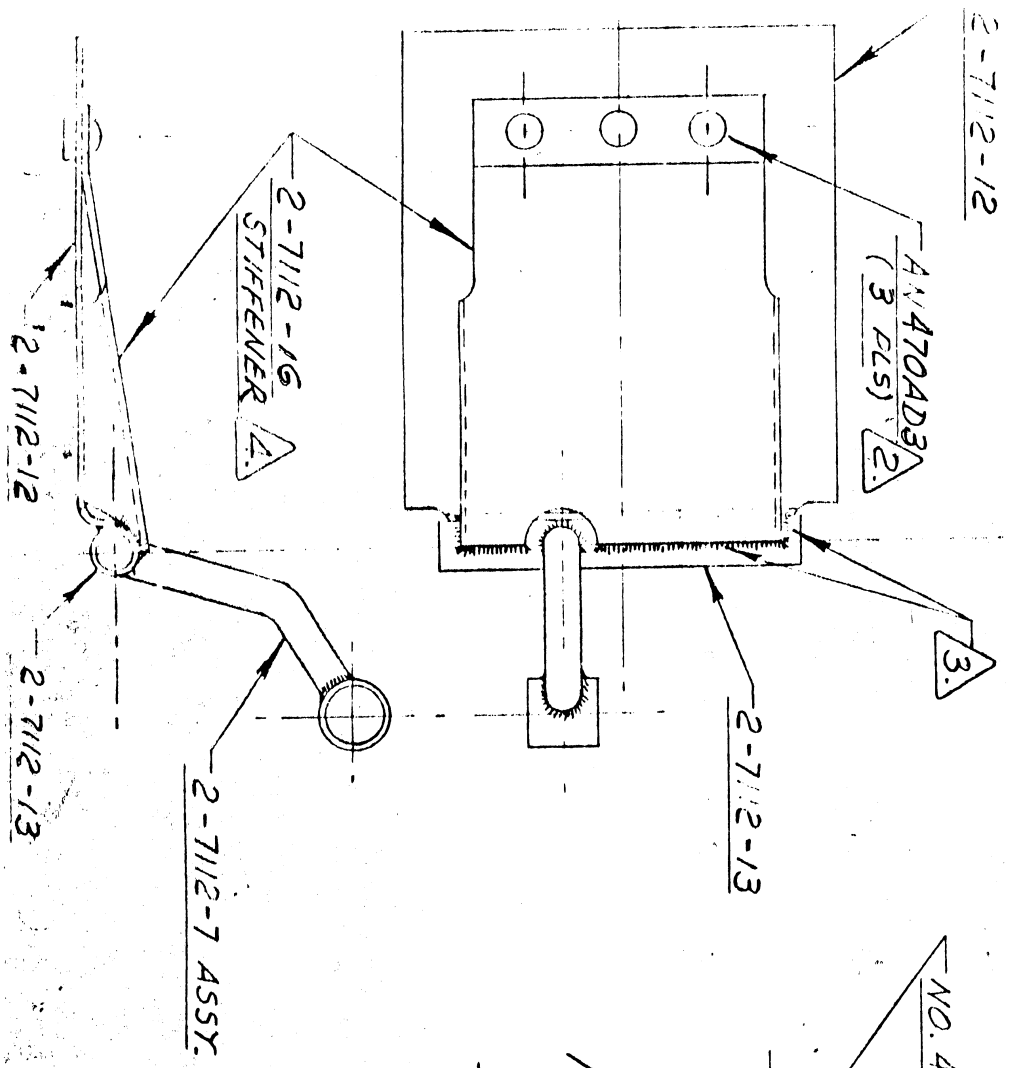
Pitts Aviation Enterprises, Inc.

E.F. Dearing, Chief Engineer



NOTES:

1. REF. DWG. NO. 2-7112, NC, 3-18-71. THE ONLY ADDITIONAL PARTS REQ'D ARE:
 2-7112-16 (1 REQ'D) AND AN470AD3 (3 REQ'D).
2. ALIGN 2-7112-16 AS SHOWN & DRILL (3) NO. 40 HOLES IN 2-7112-12, USING HOLES IN -16 AS GUIDE. INSTALL (3) AN470AD3 RIVETS AS SHOWN.
3. WELD -16 TO -13 AS SHOWN ONLY ALONG INDICATED EDGE, AND ON ADJACENT EDGES GOVT DOWN TO CENTERLINE OF -15. DO NOT WELD -16 TO -12. MAKE FROM 430W STEEL PER MIL-S-18729, .025 X 2 1/2 X 2 3/8. MIN. BEND RADIUS 1/16. TWO 90° BENDS TO BE ACROSS GRAIN OF -16.
- 4.



2-7112-16 STIFFENER
 FLAT PATTERN FULL SIZE

PITTS AVIATION ENTERPRISES, Inc.

P.O. BOX 548 • HOMESTEAD, FLORIDA 33030
Dec. 6, 1973

MODEL S-1S

SERVICE LETTER NO. 2

Subject: Inspection of upper wing front spar to cabane fitting, P/N 1-410-12.

We believe it would be prudent to inspect these fittings for the presence of cracks.

In order to accomplish the inspection, it will be necessary to remove all paint and fabric on the fittings below the wing lower surface contour. (Removal of the AN5 bolt is not necessary.) Inspect the front and back faces of both fittings for cracks, especially in the area immediately above the AN5 bolt at the lower end of the fitting. Dye-penetrant and, or a ten-power glass may be used.

If cracks are noted, replace these fittings before further flight. If no cracks are present, re-finish bare metal surfaces exposed for the inspection.

(Note: Some fore-and-aft distortion of these fittings is not abnormal.)

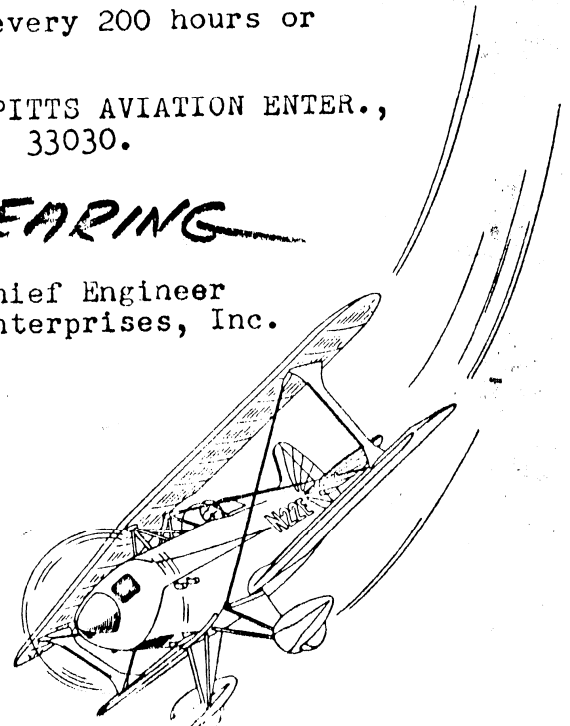
This inspection should be repeated every 200 hours or annually.

If cracks are found, please advise PITTS AVIATION ENTER., INC., P. O. Box 548, Homestead, Florida 33030.

E. F. DEARING

E. F. Dearing, Chief Engineer
Pitts Aviation Enterprises, Inc.

EFD/ow



C. H. PITTS
President

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PITTS AVIATION ENTERPRISES, Inc.

P.O. BOX 548 • HOMESTEAD, FLORIDA 33030

February 26, 1974

FROM: Pitts Aviation Enterprises, Inc.
P.O. Box 548
Homestead, Florida 33030

TO: Owners of Pitts Model S-1S airplanes, serial numbers 1-0001 thru 1-0017.

SUBJECT: S-1S service letter no. 2, December 6, 1973, Upper wing front c.s. fittings.

If you wish to replace your 1-410-12 upper wing front center section fittings, the replacement part no. is 1-410-85; available from Aerotek, Inc., P.O. Box 547, Afton, Wyoming 83110

E. F. Dearing

E.F. Dearing, Chief Engineer
Pitts Aviation Enterprises, Inc.

