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DATE: October 29, 2013

SUBJECT: Stabilizer Support Tube Inspection and Repair

REVISION: Initial Release (IR)

HUSKY MODELS: A-1, A-1A, S/N 1468 & BELOW
A-1B, S/N 2397 & BELOW
A-1B-WF, S/N 0002 & BELOW
A-1B-NF, S/N 0008 & BELOW
A-1C, S/N 3198 & BELOW

Engineering Data is FAA Approved.

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DESCRIPTION

The **Rear Stabilizer Support Tube**, part number **30800-111** (All S/N's), will be superseded by new part number **35001-113** in new production aircraft. This action is due to reported incidents of Stabilizer Support Tube failure.

Refer to the Instructions section of this Service Bulletin for inspection and repair procedures for all previous Husky aircraft.

COMPLIANCE

Before next flight and every 100 hours of flight time thereafter, inspect rear stabilizer support tube p/n 30800-111 for damage. Terminating action for this Service Bulletin will be the compliance repair and/or submission of Compliance Letter.

Please complete the **Instruction** portion of this service bulletin; then complete the attached **Compliance Letter**, copy and send to addresses provided.

NOTE:

- **It is the responsibility of owner/operator to have FAA authorized repairmen perform this work.**

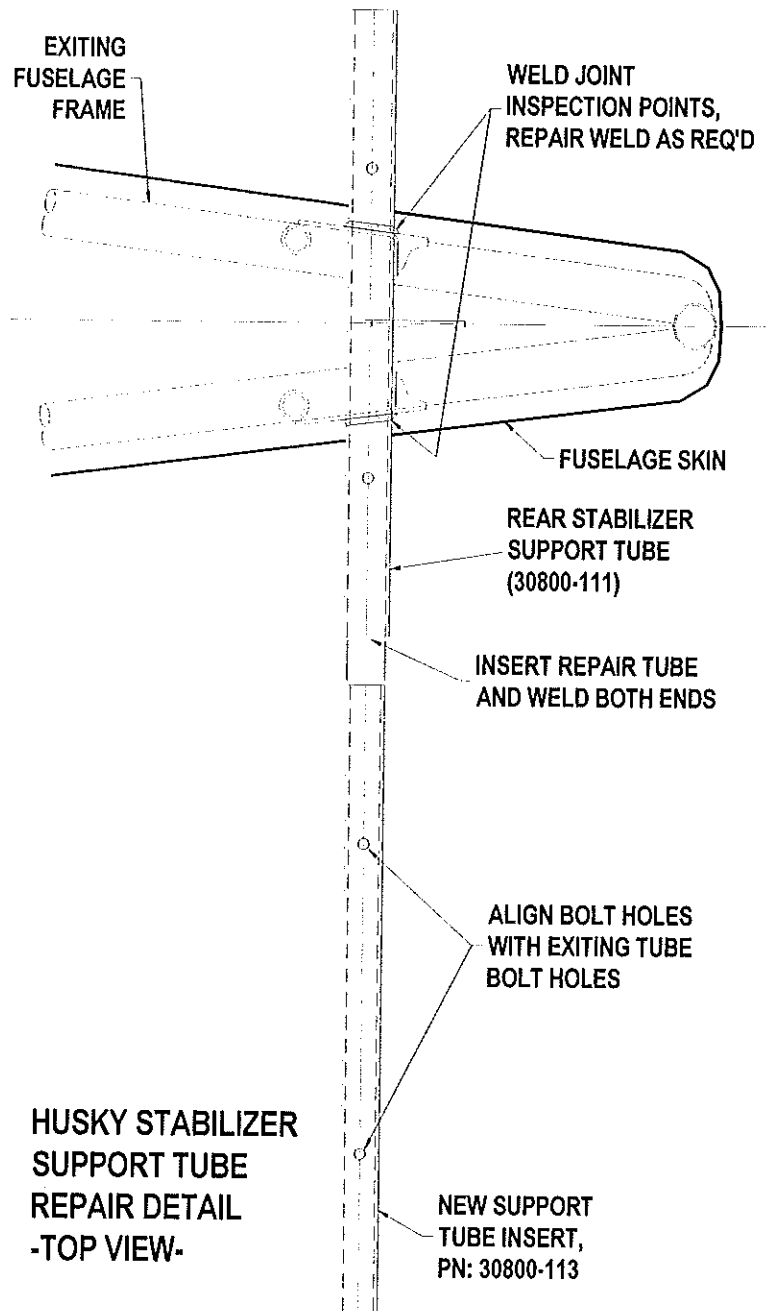
Field Repair PARTS LIST

1. Husky Repair Kit #SB-28 includes:
 - (4 ea) Stabilizer mounting bolts, washers and self-locking nuts
 - (1 ea) Stabilizer Tube, Rear

INSTRUCTIONS

1. Mandatory Inspection:
 - a. Begin by removing inspection access covers located above and below rear support tube.
 - b. Visually inspect entire circumference of support tube at weld joint between fuselage frame and fabric for corrosion or damage.
 - c. If damage is verified or suspected, proceed to Recommended Repair instructions. If no damage is detected, please proceed to Compliance Letter on page 4.

2. Recommended Repair:
 - a. Mark and record adjustments of tail rigging and controls as necessary.
 - b. Loosen all fittings and remove elevators and stabilizers.
 - c. If you suspect damage to weld joints, perform a resonance test by tapping on support tube and listening for "dead" sounding resonance.
 - d. If mechanic is unable to effectively determine damage, it may be decided that fuselage fabric must be opened to enable access for a more thorough investigation or to perform a weld joint repair. If damage is detected, proceed to (e). If no damage is detected, proceed to (i).
 - e. Fabricate an insert repair tube using steel tube per the dimensions shown above. Drill stabilizer bolt attachment holes to match holes of existing support tube. Refer to repair detail below.
 - f. Insert repair tube inside existing stabilizer support tube, align bolt holes, and rosette weld both ends of the tubes together.
 - g. Perform repair weld to tube support plate on fuselage as required. Be sure tube is properly aligned to fuselage.
 - h. Make repairs to fuselage fabric as required. For materials and process specification questions regarding fabrics, dopes, and paints, contact Aviat Aircraft Parts Department. See contact information on page 1.
 - i. Reinstall stabilizers, elevators, rigging, and controls.
 - j. It is recommended to replace all stabilizer mounting bolts, nuts, and washers.



SERVICE BULLETIN #28 COMPLIANCE LETTER

This is to certify that I have complied with this **Service Bulletin** by completing Aviat Aircraft instructions for mandatory inspection and recommended service of the Stabilizer Support Tubes.

Husky Model _____ Serial Number _____ Registration Number _____

Date: _____ Aircraft Hours: _____

Damage found?: [Y / N] Repairs made? [Y / N]

Authorized Mechanic _____ Lic. No. _____

Aircraft Owner: _____

Address: _____

Signed: _____

Send to:

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Send copy to:

Federal Aviation Administration
Denver Aircraft Certification Office
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(please attach comments on separate page)