
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll av longeronger och revision av Airplane Flight Manual.

GÄLLER: Modellerna S-2A alla S/N, S-2B S/N 5000 - 5350 och S-2S alla S/N

ATGÄRD: Utför åtgärder angivna i Aviat Service Bulletin (SB) nr 24 daterad den 22 november 1996 eller senare utgåva.

TID FÖR ATGÄRD: Vid total flygtid av 300 flygtimmar eller inom 25 flygtimmar vilket som senast inträffar räknat från detta LVD's utgivningsdatum och därefter i intervall av 100 flygtimmar.

UNDERLAG: Aviat Service Bulletin (SB) nr 24 daterad den 22 november 1996.

Not: Rapportera inspektionsresultatet till Luftfartsinspektionen, lämpligen på gul störningsrapport L-1541-1.

REFERENS: FAA AD 97-26-20, kopia bifogad

BESLUTSDATUM: 1998-03-02

LFS 1998:11

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram Civilair	Telex
601 79 NORRKÖPING	Vikboplan 11	011-192000	Norrköping	62450

AIRWORTHINESS DIRECTIVE

Bilaga till LVD 2695R3

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation
Administration

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

97-26-20 AVIAT AIRCRAFT INC.: Amendment No. 39-10263; Docket No. 97-CE-17-AD; Supersedes AD 96-09-08 R1, Amendment 39-9690.

Applicability: Models S-2A (all serial numbers (S/N)), S-2B (S/N 5000 through 5350), and S-2S (all serial numbers) airplanes (formerly Pitts Models S-2A, S-2B, and S-2S), certificated in any category.

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated in the body of this AD, unless already accomplished.

To prevent cracking and subsequent failure of the longerons with consequent loss of control of the airplane, accomplish the following:

(a) At the accumulation of 300 hours total time-in-service (TIS) or within the next 25 hours TIS after the effective date of this AD, whichever occurs later, and thereafter at intervals not to exceed 100 hours TIS, inspect (using a 10x magnifying glass) the longerons aft of the rear cabane strut and forward of the instrument panel for cracks in accordance with paragraphs A.1. through A.4. and Figure 1 in the ACCOMPLISHMENT INSTRUCTIONS of Aviat Aircraft Inc. (Aviat) Service Bulletin (SB) No. 24, Revised: November 22, 1996.

(1) Disregard the instructions in paragraph A.5. in the ACCOMPLISHMENT INSTRUCTIONS of Aviat SB No. 24, Revised: November 22, 1996. This AD takes precedence over the instructions in paragraph A.5. referenced above.

(2) If cracks are found during any inspection required by this AD, prior to further flight, modify the cracked area by incorporating Aviat Kit No. S-2-513 in accordance with the INSTALLATION INSTRUCTIONS section in Aviat Kit No. S-2-513, dated August 26, 1996, Revised: May 9, 1997.

(3) The modification does not eliminate the 100-hour TIS interval repetitive inspections.

(b) At the accumulation of 300 hours total TIS or within the next 25 hours TIS after the effective date of this AD, whichever occurs later, insert revisions to the Airplane Flight Manual (AFM) in accordance with paragraph B.2. in the ACCOMPLISHMENT INSTRUCTIONS of Aviat SB No. 24, Revised: November 22, 1996.

(c) At the accumulation of 300 hours total TIS or within the next 25 hours TIS after the effective date of this AD, whichever occurs later, accomplish either (c)(1) or (c)(2) below:

(1) Install an accelerometer and permanently mark the face with red marks (3/16-inch x 1/16-inch) at the +6g and -3g hash marks, and install a placard (Aviat part number 2-7604-47) stating the gravity ("g") force limitations within the pilot's clear view in accordance with paragraph B.1. of the ACCOMPLISHMENT INSTRUCTIONS in Aviat SB No. 24, Revised: November 22, 1996; or

(2) Fabricate and install a placard in the pilot's clear view using at least 1/8-inch letters that incorporates the following words:

**"ACROBATIC MANEUVERS
PROHIBITED."**

(d) The installation of the placard and the insertion of the revisions into the AFM may be performed by the owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7), and must be entered into the aircraft records showing compliance with this AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this action can be accomplished, provided no cracks are found during any inspections required by paragraph (a) of this AD. No special flight permits may be issued to any airplane with cracks in the upper longerons just aft of the rear cabane struts.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Denver Aircraft Certification Office, 26805 East 68th Ave., Room 214, Denver, Colorado 80216. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Denver Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Denver Aircraft Certification Office.

(g) The inspection, modification, and replacements required by this AD shall be done in accordance with Aviat Aircraft Inc. Service Bulletin (SB) No. 24, Revised: November 22, 1996, and Aviat Aircraft Inc. Installation Instructions in Aviat Aircraft Inc. Kit No. S-2-513, dated August 26, 1996, Revised: May 9, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Aviat Aircraft Inc., The Airport-Box No. 1240, 672 South Washington Street, Afton, Wyoming, 83110. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This Amendment supersedes AD 96-09-08 R1, Amendment 39-9690.

(i) This Amendment (39-10263) becomes effective on January 22, 1998.

FOR FURTHER INFORMATION CONTACT:

Roger Caldwell, Project Engineer, FAA, Denver Aircraft Certification Office, 26805 East 68th Ave., Room 214, Denver, Colorado 80216; telephone (303) 342-1086; facsimile (303) 342-1088.