

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll av styrspek

GÄLLER: Modellerna S-1S, S-1T, S-2, S-2A, S-2S och S-2B (kända som Pitts modellerna S-1S, S-1T, S-2, S-2A, S-2S och S-2B).

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA AD 96-10-12.

TID FÖR ÅTGÄRD: Vid uppnådda 1000 flygtimmar eller inom 25 flygtimmar vilket som inträffar senast och därefter i intervall av 50 flygtimmar tills åtgärd enligt punkt (b) i FAA AD 96-10-12 är uppfylld, räknat från den 21 juni 1996.

UNDERLAG: FAA AD 96-10-12
Aviat SB nr 23 daterad 29 mars 1996.

REFERENS: FAA AD 96-10-12

BESLUTS DATUM: 1996-06-06

LFS: 1996:39

Åtgärd 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 senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

AIRWORTHINESS DIRECTIVE

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).

96-10-12 AVIAT AIRCRAFT, INC.: Amendment 39-9619; Docket No. 96-CE-20-AD.

Applicability: Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B airplanes (formerly known as Pitts Models S-1S, S-1T, S-2, S-2A, S-2S, and S-2B airplanes), all serial numbers, certificated in any category, that are equipped with a flight control stick with a wall thickness of .035 inch.

NOTE 1: All Model S-2A airplanes and some Model S-2S airplanes were equipped with a .035-inch wall thickness flight control stick at manufacture. Models S-1S, S-1T, S-2, S-2B and certain Model S-2S airplanes were manufactured with control sticks with a wall thickness greater than .035 inch, but could have .035-inch flight control sticks installed through FAA-approved field modification.

NOTE 2: 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 (d) 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 initially upon accumulating 1,000 hours time-in-service (TIS) or within the next 25 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished, and thereafter as indicated in the body of this AD.

To prevent the inability to maneuver the airplane because of a cracked control stick, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

(a) Inspect, using dye penetrant methods, the .035-inch wall thickness flight control stick for cracking in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Aviat Service Bulletin (SB) No. 23, dated March 29, 1996.

NOTE 3: Aviat SB No. 23, dated March 29, 1996, only references the Model S-2A airplanes. The procedures included in this service bulletin should be utilized for all of the airplanes affected by this AD.

(1) If cracking is found, prior to further flight, replace the .035-inch wall thickness flight control stick with one with a .058 inch wall thickness in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Aviat SB No. 23, dated March 29, 1996.

(2) If no cracks are found, reinspect at intervals not to exceed 50 hours TIS. If cracking is found during any repetitive inspection, prior to further flight, accomplish the replacement specified in paragraph (a)(1) of this AD.

(b) Replacing the .035-inch wall thickness flight control stick with one with a .058-inch wall thickness in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of Aviat SB No. 23, dated March 29, 1996, is considered terminating action for the repetitive inspection requirement of this AD. This replacement may be accomplished at any time, and must be accomplished prior to further flight if cracking is found as required by paragraph (a)(1) of this AD.

(c) 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 AD can be accomplished.

(d) 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, 5440 Roslyn Street, suite 133, 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 ACO.

NOTE 4: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Denver ACO.

(e) The inspection and replacement (if necessary) required by this AD shall be done in accordance with Aviat Service Bulletin No. 23, dated March 29, 1996. 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 1240, South Washington Street, Afton, Wyoming 83110. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief 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.

(f) This amendment becomes effective on June 7, 1996.

FOR FURTHER INFORMATION CONTACT:

Mr. Roger Caldwell, Aerospace Engineer, FAA, Denver Aircraft Certification Office, 5440 Roslyn Street, suite 133, Denver, Colorado 80216; telephone (303) 286-5683; facsimile (303) 286-5689.