

Pitts S-1 and S-2 Series Aeroplanes

AD/PITTS S-2/16
Amdt 2

Upper Fuselage Longerons

4/98

- Applicability: Models S-2A, S-2S, S-2E and S-2SE, all serial numbers, and model S-2B serial numbers 5000 to 5350 inclusive.
- Requirement:
1. Inspect the fuselage longerons aft of the rear cabane strut attachments and forward of the instrument panel for cracks. Inspect, using a 10x magnifying glass, in accordance with paragraphs A.1 through A.4 and Figure 1 in the Accomplishment Instructions of Aviat Service Bulletin (SB) No. 24, revised November 22, 1996.
 2. Either:
 - (a). Install an accelerometer and permanently mark the face with red marks (5 mm by 1.5 mm) at the +6g and -3g hash marks. Install a placard (Aviat part number 2-7604-47) stating the gravity ('g') force limitations within clear view of the pilot, in accordance with paragraph B.1 of the Accomplishment Instructions of Aviat SB No. 24, revised November 22, 1996; or,
 - (b). Install a placard within clear view of the pilot, using upper case letters at least 3.2 mm in height, which incorporates the words 'AEROBATIC MANOEUVRES PROHIBITED'.
 3. Repair the aircraft by incorporating Aviat Kit Number 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.

Note 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. Modification of the aircraft does not relieve the inspection requirement

Note 2: FAA AD 97-26-20 refers.

- Compliance:
1. Inspect in accordance with Requirement 1 before further flight if unusual handling characteristics or airframe noises are noticed. Otherwise, inspect before 300 hours total time in service, or before 25 hours time in service after 26 March 1998, whichever occurs later. Thereafter inspect at intervals not to exceed 100 hours time in service.
 2. Install either requirement 2(a) or 2(b) before 300 hours total time in service, or before 25 hours time in service after 26 March 1998, whichever occurs later. Compliance with requirement 2(a) at any later time cancels the aerobatic flight limitation of requirement 2(b).
 3. Before further flight if damage is found as described by requirement 1.

This amendment becomes effective on 26 March 1998.

CIVIL AVIATION SAFETY AUTHORITY

SCHEDULE OF AIRWORTHINESS DIRECTIVES

Background: An unsafe condition may exist on certain Aviat (Pitts) aeroplanes. Four aircraft in the United States have reported cracking and failure of the longerons aft of the rear cabane strut attachments. In one incident, the cracked longeron made it very difficult to control the aeroplane. Investigation by the FAA has concluded that cracks are primarily caused by flight outside of the certificated 'g' limits of the aircraft. Accordingly the requirements of this AD have been revised to incorporate measures to assist the pilot to fly within the aircraft's approved limits.

Amendment 1 updated the FAA AD reference.

Amendment 2 aligns the requirements with those of the FAA.

Amendment 1 of this airworthiness directive became effective on 10 October 1996.

The original issue of this airworthiness directive became effective on 31 May 1996.