

LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for luftfartsinspeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon : Oslo (02) 59 33 40
AFTN : ENFBYE
Tlgr. : CIVILAIR OSLO
Telex : 77011 ldal n

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFT-
FARTØY

PITTS - 1

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

⁸⁶
~~14/85~~ **FORSTERKNING AV STIKKEINNFESTNING**

Påbudet gjelder:

Pitts S-2A med serienr. 2001 til og med 2105.

Påbudet omfatter:

For å forhindre tap av balanse- og høyderorsk kontroll, skal følgende utføres:

1. Kontroller for sprekke dannelse i sveisesømmene mellom "stick housings" (delnr. 2-5100-12) og rør (delnr 2-5100-11).

Dersom sprekker har oppstått foretas sveising, samt montering av forsterkninger (gussets) med delnr. 2-5100-20 både på fremre og bakre "stick housings" i henhold til Pitts Service Letter nr. 5, Revisjon B, eller senere revisjoner.

Disse forsterkninger skal også monteres selv om sprekker ikke blir funnet.

2. Montering av forsterkninger (delnr 2-5100-19) i henhold til Pitts Service Letter nr. 5, Revisjon A, tilfredsstillende kravene i denne LDP.

Tid for utførelse:

Innen 25 timers gangtid etter 15.1.86.

Referanser:

FAA 85-01-04.

15.1.86

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.



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Postboks 8124 Dep., 0032 Oslo
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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

PITTS - 2

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-046 KONTROLL AV «FLIGHT CONTROL STICK»

Påbudet gjelder:

Aviat Aircraft Inc. (formerly Pitts), modeller: S-1S, S-1T, S-2, S-2A, S-2S og S-2B, alle serienummer som er utstyrt med flight control stick med rørdimensjon på 0.35 inch.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 96-10-12.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 96-10-12, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 96-10-12.

Gyldighetsdato:

01.07.96.

AIRWORTHINESS DIRECTIVE

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



Bilag til LDP 96-04

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.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AVIAT AIRCRAFT-3
(Tidligere Pitts-3)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-058A KONTROLL AV BAKRE NEDRE VINGEINNFESTNING I SKROG

Påbudet gjelder:

Aviat Aircraft Inc, modeller og serienummer som beskrevet i vedlagte kopi av FAA AD 96-12-03 R2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 96-12-03 R2.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 96-12-03 R2, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 96-12-03 R2.

Gyldighetsdato:

1998-11-01.



U.S. Department
of Transportation
**Federal Aviation
Administration**

REVISED AIRWORTHINESS DIRECTIVE

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

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).

96-12-03 R2 AVIAT AIRCRAFT, INC.: Amendment 39-10805; Docket No. 96-CE-23-AD; Revises AD 96-12-03 R1, Amendment 39-10109.

Applicability: The following airplane models and serial numbers, certificated in any category, that are equipped with aft lower fuselage wing attach fittings incorporating part number (P/N) 76090, P/N 2-2107-1, or P/N 1-210-102, and where these aft lower fuselage wing attach fittings on both wings have not been modified in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of one of the following service bulletins (SB):

Service Bulletins

- Aviat SB No. 25, dated April 3, 1996, Revised: November 12, 1996, Revised: November 11, 1997;
- Aviat SB No. 25, dated April 3, 1996, Revised: November 12, 1996; or
- Aviat SB No. 25, dated April 3, 1996.

Airplanes Affected

- Models S-1S, S-1T, S-2, S-2A, and S-2S airplanes, all serial numbers.
- Model S-2B airplanes, serial numbers 5000 through 5336.

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 (e) 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.

To prevent possible in-flight separation of the wing from the airplane caused by a cracked aft lower fuselage wing attach fitting, accomplish the following:

(a) Within 50 hours time-in-service (TIS) after October 3, 1997 (the effective date of AD 96-12-03 R1), unless already accomplished (compliance with either AD 96-12-03 R1 or AD 96-12-03), and thereafter at intervals not to exceed 50 hours TIS, inspect the aft lower fuselage wing attach fitting on both wings for cracks. Accomplish these inspections in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of one of the following SB's:

(1) Aviat SB No. 25, dated April 3, 1996, Revised: November 12, 1996, Revised: November 11, 1997;

(2) Aviat SB No. 25, dated April 3, 1996, Revised: November 12, 1996; or

(3) Aviat SB No. 25, dated April 3, 1996.

(b) If any cracked aft lower fuselage wing attach fitting is found during any inspection required by this AD, prior to further flight, modify the cracked aft lower fuselage wing attach fitting in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of one of the SB's referenced in paragraphs (a)(1), (a)(2), and (a)(3) of this AD. Repetitive inspections are no longer necessary on an aft lower fuselage wing attachment fitting that was found cracked and has the referenced modification incorporated.

(c) Modifying the aft lower fuselage wing attach fitting on both wings in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of one of the SB's referenced in paragraphs (a)(1), (a)(2), and (a)(3) of this AD is considered terminating action for the repetitive inspection requirement of this AD.

(d) 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.

(e) 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 (ACO), 26805 E. 68th Avenue, Room 214, Denver, Colorado 80249.

(e) 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 (ACO), 26805 E. 68th Avenue, Room 214, Denver, Colorado 80249.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Denver ACO.

(2) Alternative methods of compliance approved in accordance with AD 96-12-03 R1 or AD 96-12-03 are considered approved for this AD.

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

(f) The inspections and modifications required by this AD shall be done in accordance with Aviat Service Bulletin No. 25, dated April 3, 1996; Revised: November 12, 1996; Revised: November 11, 1997, Aviat Service Bulletin No. 25, dated April 3, 1996, Revised: November 12, 1996; or Aviat Service Bulletin No. 25, dated April 3, 1996.

(1) The incorporation by reference of Aviat Service Bulletin No. 25, dated April 3, 1996; Revised: November 12, 1996; Revised: November 11, 1997, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Aviat Service Bulletin No. 25, dated April 3, 1996, Revised: November 12, 1996, was previously approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of October 3, 1997 (62 FR 44535, August 22, 1997).

(3) The incorporation by reference of Aviat Service Bulletin No. 25, dated April 3, 1996, was previously approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of June 24, 1996 (61 FR 28730, June 6, 1996).

(4) Copies may be obtained from Aviat Aircraft, Inc., P.O. Box 1240, 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.

(g) This amendment revises AD 96-12-03 R1, Amendment 39-10109.

(h) This amendment becomes effective on November 20, 1998.

FOR FURTHER INFORMATION CONTACT:

Mr. Roger Caldwell, Aerospace Engineer, FAA, Denver Aircraft Certification Office, 26805 E. 68th Avenue, Room 214, Denver, Colorado 80249; telephone: (303) 342-1086; facsimile: (303) 342-1088.

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

PITTS - 4

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-065A INSPEKSJON AV LANGDRAGERENE (LONGERONS)

Påbudet gjelder:

Aviat Aircraft Inc. (formerly Pitts), modeller; S-2A, S-2S og S-2B, alle serienummer.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 96-09-08 R1.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 96-09-08 R1, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 96-09-08 R1.

Gyldighetsdato:

01.09.96.

REVISED AIRWORTHINESS DIRECTIVE

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



Bilag til LDP 96-065A
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).

Revision issued July 1996.

96-09-08 R1 AVIAT AIRCRAFT INC.: Amendment 39-9690; Docket No. 95-CE-101-AD. Revises AD 96-09-08, Amendment 39-9584.

Applicability: Models S-2A, S-2B, and S-2S Airplanes (formerly Pitts Models S-2A, S-2B, and S-2S airplanes), all serial numbers, 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 use the authority provided in paragraph (d) of this AD to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any airplane from the applicability of this AD.

Compliance: Required at the accumulation of 300 hours total time-in-service (TIS), or within the next 25 hours TIS, whichever occurs later, and thereafter at intervals not to exceed 25 hours TIS, unless already accomplished in accordance with AD 96-09-08, effective date May 20, 1996 and corresponding Aviat Service Bulletin (SB) No. 24, dated February 8, 1996.

NOTE 2: The compliance time of this revised AD takes precedence over the compliance time stated in Aviat SB No. 24, dated March 20, 1996.

To prevent cracking and subsequent failure of the longerons resulting in possible loss of control of the airplane, accomplish the following:

(a) Inspect (using a 10x magnifying glass) the longerons aft of the rear cabane struts for cracks in accordance with paragraphs 1.) through 5.) in the Aviat Service Bulletin (SB) No. 24, dated March 20, 1996. If cracks are found during any inspection required by this AD, prior to further flight, contact the Manager of the Denver Aircraft Certification Office (ACO) for an approved repair scheme.

(b) Prior to further flight, repair any cracks found in accordance with the approved repair scheme provided by the Denver ACO Manager.

(c) Report the results of the initial inspection to the Manager of the Denver Aircraft Certification Office (ACO), FAA, Denver Aircraft Certification Office, 5440 Roslyn St., suite 133, Denver, Colorado, 80216, within 10 days of the inspection. The information provided should include airplane model number, serial number, registration number, location of cracks found, number of cracks, and total TIS. Reporting requirements have been approved by the Office of Management and Budget and assigned OMB control number 2120-0056.

(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, Roger Caldwell, Project Engineer, FAA, Denver Aircraft Certification Office, 5440 Roslyn St., 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 Aircraft Certification Office.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Denver Aircraft Certification Office.

(e) The inspections and repairs required by this AD shall be done in accordance with Aviat Aircraft Inc. Service Bulletin No. 24, dated March 20, 1996, or in accordance with Aviat Aircraft Inc. Service Bulletin No. 24, dated February 8, 1996, previously incorporated by reference in the Federal Register (61 FR 19540, May 2, 1996) and applicable to AD 96-09-08. 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 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 (39-9690) revises AD 96-09-08, Amendment 39-9584.

(g) This amendment becomes effective on July 26, 1996.

FOR FURTHER INFORMATION CONTACT:

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

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LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE
LUFTFARTØY

AVIAT AIRCRAFT-5
(Tidligere Pitts)

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-058A KONTROLL AV BAKRE NEDRE VINGEINNFESTNING I SKROG

Påbudet gjelder:

Aviat Aircraft Inc, modeller og serienummer som beskrevet i vedlagte kopi av FAA AD 96-12-03 R2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 96-12-03 R2.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 96-12-03 R2, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 96-12-03 R2.

Gyldighetsdato:

1998-11-01.



REVISED 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).

96-12-03 R2 AVIAT AIRCRAFT, INC.: Amendment 39-10805; Docket No. 96-CE-23-AD; Revises AD 96-12-03 R1, Amendment 39-10109.

Applicability: The following airplane models and serial numbers, certificated in any category, that are equipped with aft lower fuselage wing attach fittings incorporating part number (P/N) 76090, P/N 2-2107-1, or P/N 1-210-102, and where these aft lower fuselage wing attach fittings on both wings have not been modified in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of one of the following service bulletins (SB):

Service Bulletins

- Aviat SB No. 25, dated April 3, 1996, Revised: November 12, 1996, Revised: November 11, 1997;
- Aviat SB No. 25, dated April 3, 1996, Revised: November 12, 1996; or
- Aviat SB No. 25, dated April 3, 1996.

Airplanes Affected

- Models S-1S, S-1T, S-2, S-2A, and S-2S airplanes, all serial numbers.
- Model S-2B airplanes, serial numbers 5000 through 5336.

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 (e) 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.

To prevent possible in-flight separation of the wing from the airplane caused by a cracked aft lower fuselage wing attach fitting, accomplish the following:

(a) Within 50 hours time-in-service (TIS) after October 3, 1997 (the effective date of AD 96-12-03 R1), unless already accomplished (compliance with either AD 96-12-03 R1 or AD 96-12-03), and thereafter at intervals not to exceed 50 hours TIS, inspect the aft lower fuselage wing attach fitting on both wings for cracks. Accomplish these inspections in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of one of the following SB's:

(1) Aviat SB No. 25, dated April 3, 1996, Revised: November 12, 1996, Revised: November 11, 1997;

(2) Aviat SB No. 25, dated April 3, 1996, Revised: November 12, 1996; or

(3) Aviat SB No. 25, dated April 3, 1996.

(b) If any cracked aft lower fuselage wing attach fitting is found during any inspection required by this AD, prior to further flight, modify the cracked aft lower fuselage wing attach fitting in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of one of the SB's referenced in paragraphs (a)(1), (a)(2), and (a)(3) of this AD. Repetitive inspections are no longer necessary on an aft lower fuselage wing attachment fitting that was found cracked and has the referenced modification incorporated.

(c) Modifying the aft lower fuselage wing attach fitting on both wings in accordance with the ACCOMPLISHMENT INSTRUCTIONS section of one of the SB's referenced in paragraphs (a)(1), (a)(2), and (a)(3) of this AD is considered terminating action for the repetitive inspection requirement of this AD.

(d) 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.

(e) 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 (ACO), 26805 E. 68th Avenue, Room 214, Denver, Colorado 80249.

(e) 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 (ACO), 26805 E. 68th Avenue, Room 214, Denver, Colorado 80249.

(1) The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Denver ACO.

(2) Alternative methods of compliance approved in accordance with AD 96-12-03 R1 or AD 96-12-03 are considered approved for this AD.

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

(f) The inspections and modifications required by this AD shall be done in accordance with Aviat Service Bulletin No. 25, dated April 3, 1996; Revised: November 12, 1996; Revised: November 11, 1997, Aviat Service Bulletin No. 25, dated April 3, 1996, Revised: November 12, 1996; or Aviat Service Bulletin No. 25, dated April 3, 1996.

(1) The incorporation by reference of Aviat Service Bulletin No. 25, dated April 3, 1996; Revised: November 12, 1996; Revised: November 11, 1997, was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Aviat Service Bulletin No. 25, dated April 3, 1996, Revised: November 12, 1996, was previously approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of October 3, 1997 (62 FR 44535, August 22, 1997).

(3) The incorporation by reference of Aviat Service Bulletin No. 25, dated April 3, 1996, was previously approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of June 24, 1996 (61 FR 28730, June 6, 1996).

(4) Copies may be obtained from Aviat Aircraft, Inc., P.O. Box 1240, 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.

(g) This amendment revises AD 96-12-03 R1, Amendment 39-10109.

(h) This amendment becomes effective on November 20, 1998.

FOR FURTHER INFORMATION CONTACT:

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