

# Airworthiness Directive Schedule

## Aeroplanes

### Pitts S-1 and S-2 Series

29 August 2013

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- Notes**
1. This AD schedule is applicable to Aviat Aircraft Inc. (Pitts) S-1S, S-1T, S-2A, S-2S, S-2B and S-2C aircraft (formerly Christen Industries, Aviat Inc., White International LTD, and Sky International Inc.) manufactured under FAA Type Certificate No. A8SO.
  2. As the non type-certified Pitts S-1 and S-2 series aircraft share many of the same components and experience the same unsafe conditions as the certified versions the CAA strongly recommends that owners of amateur built aircraft review and comply with these ADs.
  3. The date above indicates the amendment date of this schedule.
  4. New or amended ADs are shown with an asterisk\*

### Contents

DCA/PITTS/1	Airworthiness Directive Compliance at Initial C of A Issue .....	2
DCA/PITTS/2A	Fuselage Upper Longerons - Inspection.....	2
DCA/PITTS/3	Flight Control Stick - Inspection .....	3
DCA/PITTS/4A	Lower Fuselage Wing Fittings - Inspection.....	3

**DCA/PITTS/1      Airworthiness Directive Compliance at Initial C of A Issue****Applicability:** All model S-2A**Requirement:** Compliance with the following airworthiness directives (as applicable) is required:-

FAA airworthiness directives  
 72-19-02 Aileron Interconnect Tubes  
 72-19-05 Horizontal Stabiliser Support Tube  
 73-07-06 Horizontal Stabiliser Support Tube  
 73-16-06 Induction Air Box Flapper Door  
 76-16-08 Rudder Control  
 85-01-04 Cockpit Control Tube Assembly

**Compliance:** Before issue of New Zealand Certificate of Airworthiness. Repetitive inspections to be accomplished at intervals not exceeding the times specified in the FAA airworthiness directives.**Effective Date:** 7 June 1996**DCA/PITTS/2A      Fuselage Upper Longerons - Inspection****Applicability:** Models S-2A all S/N, S-2B S/N 5000 through 5350, and S-2S all S/N.**Requirement:** To prevent cracking and subsequent failure of the longerons with consequent loss of the aircraft, accomplish the following:-

1. Inspect (using a 10x magnifying glass) the longerons aft of the rear cabane strut and forward of the instrument panel for cracks per paragraphs A.1 through A.4 and Figure 1 of Aviat SB 24, revised 22 November 1996.

Disregard the instructions in paragraph A.5 of Aviat SB 24, revised 22 November 1996. This AD takes precedence over the instructions in paragraph A.5.

If cracks are found, prior to further flight, modify the cracked area by incorporating Aviat Kit No. S-2-513, revised 9 May 1997.

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

2. Insert revisions to the Aircraft Flight Manual per paragraph B.2 of Aviat SB 24, revised 22 November 1996.

3. Accomplish either a) or b) below:

a) 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 clear view of the pilot per paragraph B.1 of Aviat SB 24, revised 22 November 1996; or

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

AEROBATIC MANOEUVRES PROHIBITED
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(FAA AD 97-26-20 refers)

**Compliance:**

1. At 300 hours TTIS or within next 25 hours TIS, whichever is the later, and thereafter at intervals not to exceed 100 hours TIS.
2. At 300 hours TTIS or within the next 25 hours TIS, whichever occurs later.
3. At 300 hours TTIS or within the next 25 hours TIS, whichever occurs later.

**Effective Date:** DCA/PITTS/2 - 7 June 1996  
 DCA/PITTS/2A - 13 February 1998

**DCA/PITTS/3 Flight Control Stick - Inspection**

**Applicability** Models S-1S, S-1T, S-2, S-2A, S-2S and S-2B that are equipped with a flight control stick with a wall thickness of 0.035 inch.

**Requirement:** To prevent failure of the flight control stick, accomplish the following:-

Inspect control stick for cracking using dye penetrant methods per Aviat SB 23. If cracking is found, prior to further flight, replace the 0.035 inch wall thickness control stick with one with a 0.058 inch wall thickness per SB 23.  
(FAA AD 96-10-12 refers)

*Note: SB 23 references only the Model S-2A. The procedures included in this SB are to be utilised for all aircraft models affected by this airworthiness directive.*

**Compliance:** At 1000 hours TTIS or within next 25 hours TIS, whichever is the later and thereafter at intervals not to exceed 50 hours TIS.

**Effective Date:** 5 July 1996

**DCA/PITTS/4A Lower Fuselage Wing Fittings - Inspection**

**Applicability** Models S-1S, S-1T, S-2, S-2A, S-2S (all S/N) and S-2B (S/N 5000 through 5336), that are equipped with aft lower fuselage wing attach fittings incorporating P/N 76090, 2-2107-1 or 1-210-102, and where these fittings on both wings have not been modified per Aviat SB 25.

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

Inspect the aft lower fuselage wing attach fitting on both wings for cracks per Aviat SB 25. Modify any cracked aft lower fuselage wing attach fittings per SB 25, prior to further flight.  
(FAA AD 96-12-03 R2 refers)

**Compliance:** Within next 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS, until modified per SB 25.

**Effective Date:** DCA/PITTS/4 - 2 August 1996  
DCA/PITTS/4A - 24 October 1997