

Airworthiness Directive Schedule

Aeroplanes

Pitts S-1 and S-2 Series

26 September 2019

- Notes:**
1. This AD schedule is applicable to Aviat Aircraft Inc. (Pitts) S-1S, S-1T, S-2, 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*

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*** DCA/PITTS/1A Airworthiness Directive Compliance at Initial C of A Issue**

Applicability All S-1 series and S-2 series aircraft affected by the FAA Airworthiness Directives listed in this AD.

Note: DCA/PITTS/1A revised to expanded the AD applicability and the AD requirements to include additional aircraft models and FAA ADs.

Requirement: Compliance with the following airworthiness directives (as applicable) is required:

- FAA AD 72-19-02 - Aileron Interconnect Tubes
- FAA AD 72-19-05 - Horizontal Stabiliser Support Tube
- FAA AD 73-07-06 - Horizontal Stabiliser Support Tube
- FAA AD 73-16-06 - Induction Air Box Flapper Door
- FAA AD 76-16-08 - Rudder Control
- FAA AD 85-01-04 - Cockpit Control Tube Assembly
- * FAA AD 90-20-05 - Forward Seat Back
- * FAA AD 91-23-02 - Carburettor Air Intake Box
- * FAA AD 96-09-06 - Air Filter Assemblies
- * FAA AD 2006-12-07 - ECi Cylinder Assemblies

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.
Repetitive inspections, (if required), are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: DCA/PITTS/1 - 7 June 1996
DCA/PITTS/1A - 26 September 2019

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

(FAA AD 97-26-20 refers)

- Compliance:**
1. At 300 hours TTIS, or within the 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 the 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 fitted 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 the 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