

Rockwell service letter No. SL-AG-63

International

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WIND GUST DAMAGE TO AILERONS

EFFECTIVITY: Serial No. 1190C & Subs., All S-2D & S-2R

APPROVAL: FAA Approved

We have had several reports of bent pushrods in the aileron control system due to strong winds with the plane tied down in a tail into the wind position.

With the control stick lock in place and a strong wind blowing into the tail, there is a movement set up due to the extra large surfaces of the ailerons and the flexure of the system.

If any aircraft has been subjected to this situation, a close inspection should be made of all pushrods, bellcranks and bellcrank support structures to check for cracks and bent components. (See attached drawing.)

Wind gust locks should be installed between the aileron and the wing tips to prevent any movement if the plane will be subject to strong gusty winds as stated above.

Do not install locks between flaps and ailerons. If the flap switch were activated with the locks on, serious damage to both ailerons and flaps could result.

An economical lock may be made by using two 6" x6" x 3/4" plywood blocks with a 1/4" hole drilled through the center of each block and covered with discarded inner tube rubber or other protective material. Use a 1/4" bolt and wing nut to secure the two plates together. Place one plate on the upper surface and the other on the lower surface with the bolt in the slot between wing tip and aileron. A red flag should be secured to the lock. Pilots should be instructed to remove locks as part of pre-flight inspection and to check aileron movement before flights as a secondary precaution to assure lock removal.

