

Service Bulletin No. SB-AG-27

June 10, 1991

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S2R CONTROL STICK FORE AND AFT PIVOT BOLT INSPECTION

MODELS AFFECTED: All S2R aircraft, all serial numbers with 2000 hours or more total airframe time or five (5) calendar years since manufacture.

REASON FOR PUBLICATION Field report of broken bolt. An operator in the Northwestern U.S. reported that the pilot of one of the two S2R aircraft owned by the operator experienced loss of pitch and roll control when the control stick fore and aft pivot bolt broke on both ends and fell out. The aircraft was landed with no damage by using rudder and trim. The bolt was replaced and the aircraft was returned to service. The other aircraft was inspected and the bolt was normal, but had wear patterns which indicated operation with insufficient bolt torque to keep the assembly tightly clamped together. Both aircraft were over 15 years old and had logged in excess of 5000 hours of airframe time.

COMPLIANCE: Within 10 hours flight time after receiving this bulletin, or before next flight if stick feel is loose and has abnormal stack or play. See accomplishment instructions. Compliance is required hereafter at each annual inspection.

BY WHOM WORK WILL BE ACCOMPLISHED: A & P mechanic or equivalent

APPROVAL: FAA Approved

SPECIAL TOOLS: NONE

ACCOMPLISHMENT
INSTRUCTIONS:

Before next flight, clamp or hold the ailerons and elevator from moving. Apply moderate side to side and fore and aft pressure to the stick. Slack, lost motion, or sloppiness in stick feel is cause for immediate inspection. Remove the control stick dust cover and remove the AN4-36A stick pivot bolt for inspection. If bolt has indications of wear, replace it. If no wear is evidenced, reinstall the bolt and torque it to 65-70 inch pound. Reinstall the dust cover. Make airframe log book entry as shown below.

RECORD COMPLIANCE:

Ayres Service Bulletin No. SB-AG-27 complied with on _____ (Date) _____
and aircraft returned to service.
Total Time _____.

Signature, Title, Date