

Rockwell service letter No. SL-AG-72

International

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Service Letter No. SL-AG-72
June 19, 1975

WIND GUST DAMAGE TO AILERONS

MODELS AFFECTED: MODEL S-2R, SERIAL NO'S 1416R AND SUBS

REASON FOR PUBLICATION: There have been several reports of bent push rods in the aileron control system due to strong wind with the airplane tied down in a position with the tail into the wind. This Service Letter is being issued to provide for inspection of the aileron control system for possible wind damage.

COMPLIANCE: Prior to next flight.

NOTE

IF ANY PROBLEMS ARE ENCOUNTERED WHILE COMPLYING WITH THIS SERVICE LETTER, CONTACT ROCKWELL INTERNATIONAL, GENERAL AVIATION DIVISION, CUSTOMER SERVICE DEPARTMENT, BETHANY, OKLAHOMA 73008

BY WHOM WORK WILL BE ACCOMPLISHED: Owner/Operator

APPROVAL: FAA DER Approved

ESTIMATED MAN HOURS: One (1) Hours

PARTS DATA: None

SPECIAL TOOLS: None

ACCOMPLISHMENT INSTRUCTION:

1. Install internal controls lock in airplane.
2. Attempt to move ailerons by hand.

NOTE

Resistance to movement by the internal controls lock should be encountered.

3. If there is no resistance to movement or the ailerons are not streamlined, the aileron control system may be damaged.
4. If evidence of damage is present, check aileron control system in areas shown in Figure 1. and repair as necessary.
5. Return airplane to service.

NOTE

Wind gust locks should be installed between the ailerons and the wing tips to prevent any movement if the airplane is to be subjected to strong or gusty winds when moored.

CAUTION

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

An economical gust lock may be made by using two 6" x 6" x 3/4" plywood blocks with a 1/4" diameter 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 gust lock.

NOTE

See Airplane Flight Manual for preflight inspections in regards to aileron check and aileron gust locks.

ELECTRICAL LOAD: No Change

WEIGHT AND BALANCE: No Change

PUBLICATIONS AFFECTED: The Flight Manual will incorporate the change required by this at the next scheduled revision.

RECORD COMPLIANCE: Make appropriate entry in airplane maintenance records as follows:

Service Letter N0. SL-AG-72 dated June 19, 1975, entitled "Wind Gust Lock Damage to Ailerons", accomplished
(date) _____.

