

TOTAL PERFORMANCE **VAN'S AIRCRAFT**

14401 Keil Road NE, Aurora, Oregon, USA 97002

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Service Letters and Bulletins: www.vansaircraft.com/public/service.htm

NOTIFICATION 14-05-14

Date Released: May 14, 2014

Date Effective: May 14, 2014

Subject: Minor cracks in HS-1204 Fwd Inbd Rib

Affected Models: All RV-12 SLSA and ELSA flying aircraft or kits under construction.

Recommended action: Inspect the six HS-1204 Fwd Inbd Ribs for cracks in the stiffening flange of the aft lightening hole.

Time of Compliance: One time inspection at or before next Annual Condition Inspection.

Labor Required / SLSA Warranty Allowance: N/A

Level of Certification: LSA Repairman Inspection - ELSA;
LSA Repairman Maintenance, A&P - SLSA only. Not applicable to ELSA

Synopsis:

A small number of unassembled ribs were found to have minor cracks in the stiffening flange of the aft lightening hole. While crack propagation is not likely, it is recommended that any detected cracks be dressed.

Method of Compliance: (For easiest inspection of the 4 inboard HS-1204 Fwd Inbd Ribs removal of the stabilator is recommended. The two outboard-most HS-1204 Fwd Inbd Ribs can be inspected by looking through the outboard nose rib tooling hole.)

Step 1: Remove the F-1294A Upper and F-1294B Lower Tailcone Fairings.

Step 2: Wrap safety wire securely around the swaged barrels of the F-1247B Aft Stabilator Cable clevis ends where indicated in Figure 1. Route the safety wire downward and tie it to the tie-down ring. Place a small block of wood between the wire and the bulkhead to protect the edge of the skin.

Step 3: Remove the two bolts securing the stabilator cables to the WD-1207 and WD-1208 horns. If the cable tension makes it difficult to remove the bolt untie the safety wire from the tie down ring, position the wire in line with the cable and have a helper pull on the wire to relieve the load on the bolt.

Step 4: Remove the two bolts securing the counterbalance arm to the stabilator spar.

Step 5: Rotate the counterbalance arm 90 degrees either direction to align the weights with the hole in the bulkhead.

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Step 6: Remove the bolt securing the anti-servo tab pushrod to the anti-servo tab control horn.

Step 7: Support the stabilator.

Step 8: Remove the two bolts attaching the stabilator to the aft fuse.

Step 9: Remove the stabilator from the fuselage.

Step 10: Inspect the four inboard-most HS-1204 Fwd Inbd Ribs for cracks in the stiffening flange of the aft lightening hole as shown in Figure 2.

Step 11: The two outboard HS-1204 Fwd Inbd Ribs can be inspected by looking through the aft tooling hole in the HS-1205 Fwd Outbd Rib while shining a bright light through the forward tooling hole on the same rib.

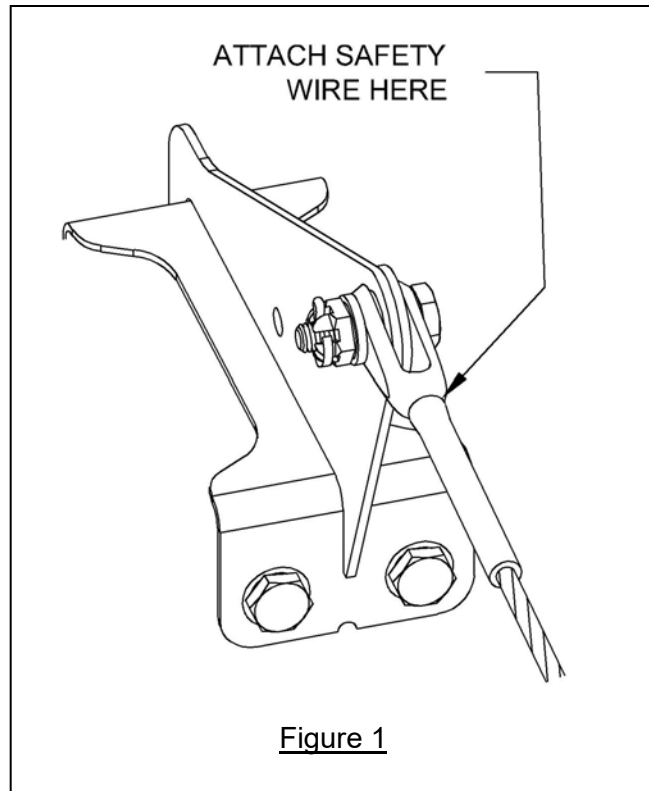
See Figure 3 for the positions of the ribs specified in this notification.

Step 12: If cracks are found contact Van's Aircraft technical support for further instructions and information. If no cracks are found no further action is required.

Step 13: Installation is reverse of removal. Replace used MS24665-132 cotter pins with new ones.

NOTE: If the cable tension must be reset refer to chapter six of the Maintenance Manual. For further information regarding stabilator installation refer to Section 11 on Empennage Attachment and Section 32 on Flight Controls in the Kit Assembly Instructions.

Step 14: Place a copy of this notification in the back of the maintenance manual for your aircraft. Note the addition of this notification to the bottom of the Maintenance Manual table of contents.



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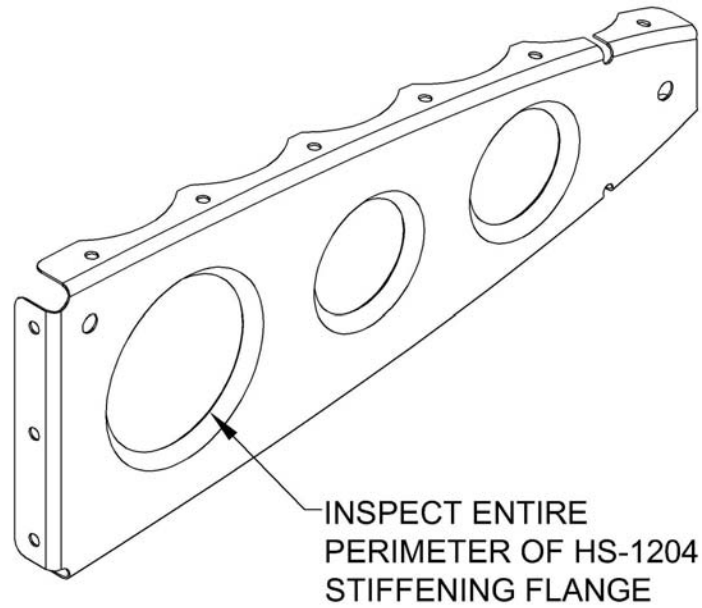


Figure 2

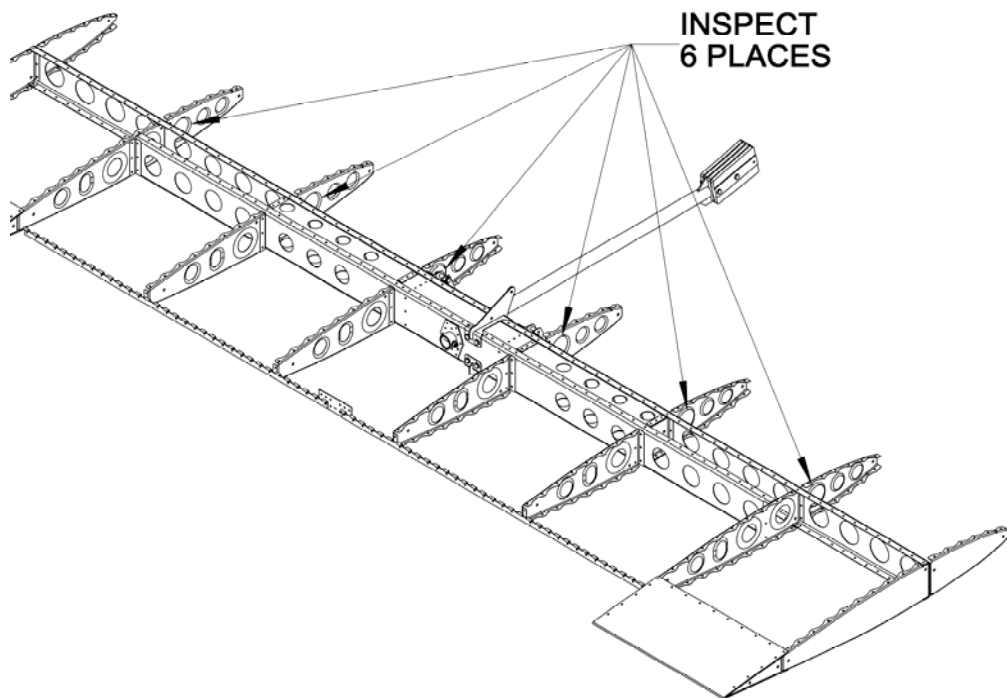


Figure 3: Ribs to be Inspected