

VAN'S AIRCRAFT

TOTAL PERFORMANCE

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

SERVICE BULLETIN 16-08-01

Date Released: October 1st, 2016

Date Effective: October 1st, 2016

Subject: Stabilator Bearing Inspection

Affected Models: All RV-12 w/ Emp/Tailcone Kits delivered prior to August 1, 2016
All SLSA RV-12 aircraft delivered prior to August 1, 2016

Required Action: Inspect stabilator bearing security

Time of Compliance: Before further flight (Step 1 and Step 2)
During each preflight inspection (Step 1)
At each annual condition/100 hour inspection thereafter (Step 2).

Supercedes Notice: NA

Labor Required / SLSA Warranty Allowance: Contact Van's for SLSA Warranty Allowance

Level of Certification: (Owner, LSA Repairman Inspection - *not applicable to SLSA*), LSA Repairman Maintenance, A&P

Synopsis:

A single case was reported in which the stabilator bearings, VA-146, moved within their housings enough to cause interference between the inboard stabilator skin and the tail-cone fairing. This service bulletin instructs owners/operators to check for lateral stabilator movement prior to each flight and to correct the problem if it is found.

Method of Compliance:

Step 1: Upon initial inspection and during each preflight inspection: 'Swing Inspection'
Move the stabilator through its full range of travel while visually inspecting the left and right inboard edge of the stabilator for adequate clearance between it and the tail-cone fairing and/or other components of the fuselage. If interference is found, skip to Step 3.

Step 2: Upon initial inspection and during each annual condition/100 hour inspection thereafter. Hold a flat piece of wood against the outboard rib of the stabilator at the spar. With a glove on your hand, give the outboard end of the stabilator five good ‘thumps’ with the palm of your hand in a horizontal direction perpendicular to the outboard rib to try to force the stabilator horizontally in the direction of the blow. Then visually check for movement and /or interference per Step 1. Repeat the ‘thumping’ process from the opposite end of the stabilator and check again for movement or interference in that direction. If no movement is detected, only preflight ‘swing inspections’ of the stabilator need be performed until the next annual condition inspection. If movement or interference is detected, continue to Step 3.

NOTE: Use Rev 9 or higher version of the Maintenance Manual. The latest version of the Maintenance Manual is available on the Van’s Aircraft Web Site RV-12 Service Information Page.

Step 3: Remove the stabilator bearings using the Maintenance Manual Chapter 5 Stabilator Hinge Replacement procedure.

Step 4: Being careful not to get any Loctite inside the seals on the bearing, apply Loctite 648 per the instructions on the Loctite package and in accordance with the Maintenance Manual Chapter 5 Stabilator Hinge Replacement procedure.

Step 5: Reinstall the stabilator.

NOTE: If Step 4 is accomplished, the recurring inspections called out in Step 1 and Step 2 are no longer required.

Step 6: Make a logbook entry indicating compliance with Step 4 of this service bulletin.

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.

PART NUMBER

| | | |
|-------|---------------------|--------------------|
| Qty 1 | Loctite 648 (Green) | Retaining Compound |
| Qty 2 | MS21256-1 | Lock Clip |

If a bearing and flange becomes damaged order a “VA-146 Flange Bearing” for replacement. If you wish to just replace the bearing order “BEARING DW4K2X” for replacement.