

### Cub Crafters, Inc. Considers Compliance Mandatory

November 1, 2013

The parts of this Service Bulletin that change the Type Design of the aircraft have been approved by the FAA.

- EFFECTIVE DATE:** This SERVICE BULLETIN is effective **November 1, 2013.**
- SUBJECT:** CONTROL STICK CLEVIS BOLT
- MODELS AFFECTED:** CC18-180A SERIAL NUMBER 0001  
CC18-180 SERIAL NUMBERS 0002 TO 0065
- COMPLIANCE TIME:** WITHIN NEXT 50 HOURS OR AT ANNUAL, WHICHEVER COMES FIRST.
- PURPOSE:** Cub Crafters has determined that on certain aircraft, the cotter pin securing the clevis bolt located at the base of either control stick can come in contact with the torque tube leading to failure of the cotter pin. An alternate method for cotter pin installation to prevent contact is provided.

**PARTS LIST:**

<u>PART</u>	<u>DESCRIPTION</u>	<u>QTY</u>
AN24-13	Clevis Bolt	2
AN380-2-2	Cotter Pin	2

**INSTRUCTIONS:**

1. Remove the control stick cover from both the front and rear control sticks.
2. Position control sticks to provide access to castle nut and cotter pin securing the base of each control stick to the elevator cable and torque tube connector. See Figures 1 & 2.
3. Assure that the cotter pin (AN380-2-2) securing the castle nut (AN320-4) is still in place:
  - a. If the cotter pin is damaged, the clevis bolt (AN24-13) should be checked for wear. If there is:
    - i. Thread damage to the clevis bolt, proceed to Step 4 for replacement instructions.
    - ii. No thread damage to the clevis bolt, skip to Step 8 for cotter pin replacement instructions.
  - b. If the cotter pin is undamaged and installed with the cotter pin ends bent:
    - i. Around the base of the nut tangent, as shown in Figure 1 (shown right), skip to Step 10.
    - ii. Over the nut and end of the bolt shank, skip to Step 8 for cotter pin replacement instructions.



**Figure 1 – Correct Cotter Pin Installation**

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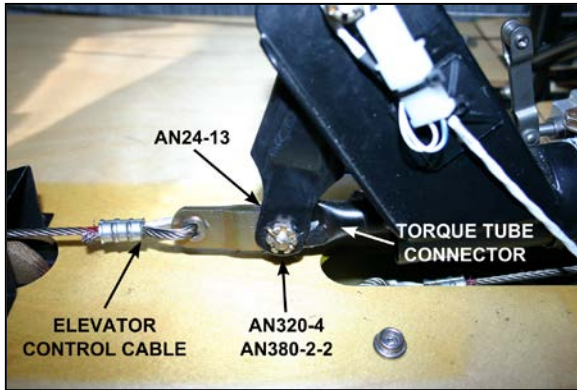


Figure 2 - Front Control Stick

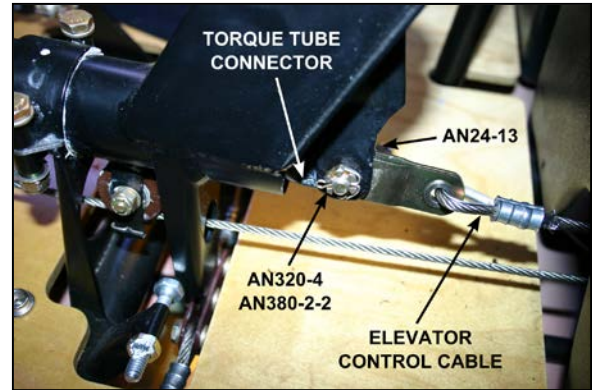


Figure 3 - Aft Control Stick

4. Loosen elevator cable turnbuckle(s) located in the tail of the aircraft as necessary to reduce the tension in the cables. Reference Top Cub Maintenance Manual, Section 27-30-2A REMOVAL.
5. Secure the elevator control cables located fore and aft of the control sticks so that they will not retract into the aircraft when detached from the torque tube connector.
6. Remove nut(s) and clevis bolt(s).
7. Install new clevis bolt and previously removed castle nut (if undamaged) and tighten. Torque such that the elevator cable at each control stick base is snug, but can still rotate freely. Maximum torque value: 33 in-lbs.
8. Install **new cotter pin** using the alternate installation method provided in AC43-13-1B Section 7-127. Instead of bending the cotter pin ends over the nut and end of the bolt shank, bend the ends around the base of the nut tangent as shown in Figure 1.
9. Re-tension elevator cable turnbuckles and safety in accordance with Top Cub Maintenance Manual, Section 27-30-2C RIGGING.
10. Verify control stick travel does not cause cotter pin(s) to contact the torque tube.
11. Reinstall control stick cover(s).
12. Make appropriate entry in aircraft log books stating "A/C inspected IAW SB0015 Rev NC and cotter pins installed per SB." Also note if clevis bolts were changed and if the elevator cable was re-tensioned and re-safetied.

If you are no longer in possession of this aircraft, please forward this information to the present owner/operator and notify Cub Crafters, Inc. of the address of the current owner to:

Cub Crafters, Inc.  
1918 South 16<sup>th</sup> Avenue  
Yakima, WA 98903-1212  
1-877-484-7865 or 1-509-248-9491  
[support@cubcrafters.com](mailto:support@cubcrafters.com)

Please include the aircraft registration number, serial number, current name, and address of the owner and/or operator.