

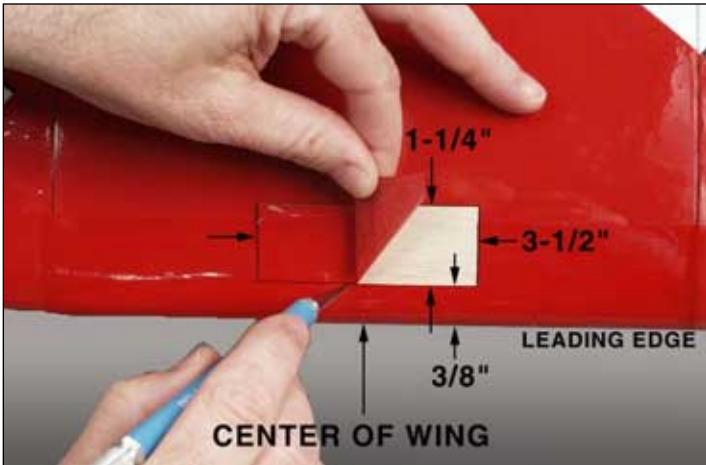
# IMPORTANT ALERT FOR OWNERS OF THE GREAT PLANES PITTS SPECIAL ARF

Date: May 14, 2002

We have discovered that some of the Pitts Special ARF top wings have the cabane bracket mounting holes drilled slightly too far forward. This places the holes too near the front of the internal hardwood mounting spar. If the screws are installed in this location, the mounting spar may crack, resulting in unacceptable weakness.

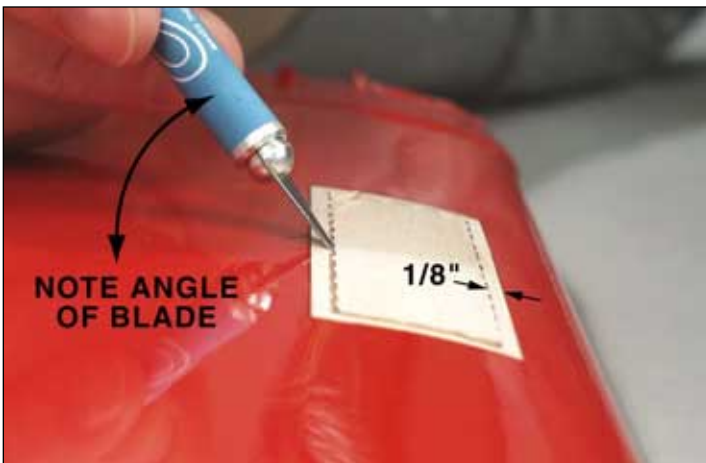
We are taking action to alleviate this problem in future shipments, but please check your wing for this condition immediately, as described below, and take the appropriate corrective action if necessary.

## A. Cut an observation "window" in the top of the top wing.



1. Using a sharp hobby knife, carefully cut the MonoKote in the area shown. Try to avoid cutting into the wood.

2. Remove the MonoKote covering from this area.



3. Cut through the balsa sheeting, 1/8" [3mm] inside the MonoKote cut lines. When cutting through the balsa, angle your knife inward, as shown in the above photo, to create a bevel for the balsa "hatch" you are cutting out.

## B. Observe where your cabane bracket screws (or predrilled screw holes) come through the mounting spar.



1. If your screws are located near the middle of the spar, as in the above photo, and the spar is not split, then your installation is OK. No corrective action is needed. If you have not yet installed screws, and the predrilled holes are in the center of the spar, install the screws and cabane brackets now, and observe whether or not the spar cracks. If it does not crack, your installation is OK. While this is open, check to make sure the spar is securely glued to the ribs. For added security, you can add a small fillet of epoxy around both ends of the spar. See instructions below for closing the observation window.



2. If your screws are located near the edge of the spar, or the spar is split, you should take corrective action to strengthen the wing in this area. The recommended procedure is described below. If your screws are in an off-center position but the spar is not split, you might want to consider strengthening this area of your wing anyway, especially if you are using an engine in the upper half of the recommended size range. If you have not yet installed screws, and the predrilled holes are near the edge of the spar, strengthen the wing in this area using the following procedure.

### C. How to reinforce the front cabane mounting spar.

1. Remove the sheet metal screws and the steel brackets from the top wing center section.
2. Cut a 1/4" x 3/8" x 3-5/16" [6 x 10 x 84mm] spar out of spruce, basswood or other suitable hardwood.



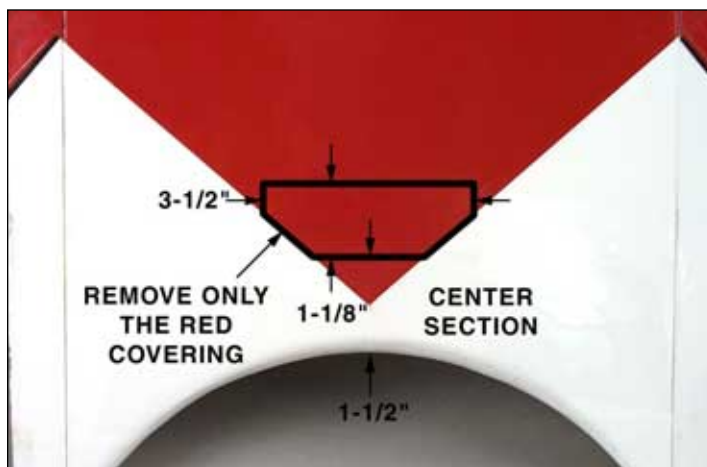
3. Test fit this new spar to the front of the existing spar in the wing. It should fit well between the wing ribs. If the existing spar has a "bulge" in the area where the wood split, try squeezing to close the cracks, but you'll probably have to sand the new spar so it fits well against the existing spar.

4. Glue the new spar securely in place with epoxy.



5. Cut a 3/4" x 3-5/16" [20 x 84mm] piece of 1/8" [3mm] birch plywood, and glue it across the top of the new and existing spars using epoxy. Work some epoxy into any cracks before pressing the plywood plate into place. You may have to trim some of the bevel from the opening to get the plywood plate through the opening. Allow the epoxy to fully harden.

6. Carefully drill a 1/16" [1.6mm] hole through the existing screw holes, and through the 1/8" plywood plate, being careful not to damage the "threads" that already exist in these holes.



- D. Although the aft cabane mount area seems to be less of a problem, you may also want to check that area to verify that the aft spar is not split. The dimensions of the observation window for the aft spar are shown in the above photo. Again, the observation window needs to be cut in the top of the top wing. If the aft spar is split, you should strengthen that area in the same way as for the front spar.

### E. How to close the observation window in the top of the wing.

1. Glue the balsa "hatch" back in place. Aliphatic resin (yellow or white glue) is preferred, as the excess is easily wiped away and it is easier to sand.
2. Sand the glue joint smooth.
3. Cut a patch of "True Red" MonoKote slightly larger than the piece you cut away, and iron it in place. NOTE: If you do not have a small piece of "True Red" MonoKote to use for this, please contact Product Support at (217) 398-8970, ext 2, and we will send you a piece.

### A NOTE ABOUT ENGINES

We have become aware that some modelers are installing engines in this airplane that are larger than the sizes we have specified. We do not recommend this practice, as doing so may exceed the structural limitations of the model. However, if you insist on doing so, you should consider strengthening the model in certain critical structural areas.