



SERVICE BULLETIN

SK-SB009

Rev NC

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Cub Crafters, Inc. Considers Compliance Mandatory

EFFECTIVE DATE: This Service Bulletin is effective July 14, 2021.

SUBJECT: REAR CONTROL STICK CLEARANCE INSPECTION

MODELS AFFECTED: All CCK-1865, CCK-2000, CCX-1865, AND CCX-2000

COMPLIANCE: *This rear stick clearance inspection is recommended by Cub Crafters to avoid potential control interference. Compliance with this Service Bulletin is suggested and is at the sole discretion of the owner/operator of the Experimental Amateur-Built aircraft.*

PURPOSE: *Cub Crafters has been made aware of some builder modifications being made after aircraft certification that may impede full range of motion of the rear control stick or hinder a proper hand-grip of the stick. The purpose of this Service Bulletin is to ensure rear control clearance following post-certification modifications to the rear control stick or back of the front seat.*

WARRANTY: In cases where Aircraft is under warranty and interference is found to be present in delivered configuration, labor reimbursement for an approved shop will be provided if needed (up to two hours). Reimbursement does not apply to correction of interference due to modifications made after delivery.

PARTS LIST:

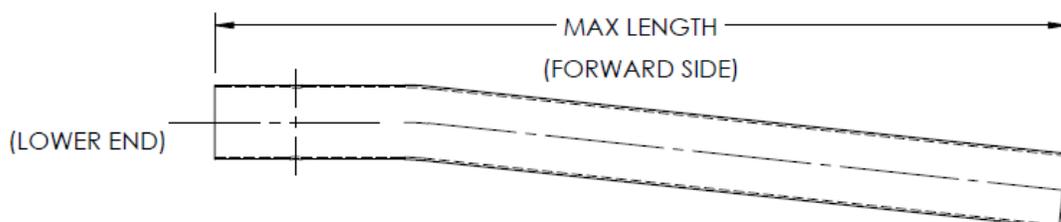
PART	DESCRIPTION	QTY
AN365-1032A	NUT, NYLON LOCK	1
RM0568-001	LOCTITE 330, ADHESIVE	AR

INSTRUCTIONS:

1. Read all instructions before beginning any work.
2. Measure the **aft control stick tube** parallel to the lower end of the tube. The tube should be within the max length limits specified below for each model to ensure compatibility with original structural design allowables and cockpit ergonomics.

CCK/CCX-1865: 13.00 inches (330mm)

CCK/CCX-2000: 14.00 inches (355mm)





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If the tube is longer than specified for the aircraft model, install the correct tube (available through CubCrafters Parts Department), or shorten the tube per Step 3. If the installed tube meets the length limits above, proceed to Step 4.

3. To shorten the control stick:
 - a. Unplug the electrical connector at the base of the stick (if equipped)
 - b. Remove the stick from the aircraft by removing the hardware through the tube.
 - c. Remove the cap from the top of the tube (wires should be left intact and protected if present)
 - d. Trim material from the **top of the tube** as required
 - e. Deburr the trimmed edge and remove debris from the inside the tube
 - f. Reinstall the cap using Loctite 330 adhesive
 - g. Install the stick in the aircraft using the original bolt and washers and a new locknut
 - h. Reconnect the electrical connector (if equipped)

The control stick should remain long enough to avoid poor ergonomics for the rear pilot.

4. Move the front seat to the aft-most position.
5. If movable, extend any items attached to the back of the front seat to the position where they reach closest to the base of the rear control stick.
6. With a hand positioned at the top of the rear control stick, move the stick through the full range of motion, ensuring that the stick and hand thereon have clearance through full range of motion.
7. If interference is encountered, remove or modify interfering items from the back of the fwd seat, or shorten the rear control stick as described in Step 3. Then repeat Steps 4 - 7. If no interference is found, inspection is complete.
8. Make logbook entry stating that SK-SB009 Rev NC was complied with. If items of significant weight were removed from the back of the front seat in Step 7, update weight and balance.

If you are no longer in possession of this aircraft, please forward this information to the present owner/operator and notify Cub Crafters, Inc. Contact the customer service department at:

Cub Crafters, Inc.
1918 S. 16th Avenue
Yakima, WA 98903.
1-509-248-9491 or 1-877-484-7865
support@cubcrafters.com

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