



Cub Crafters, Inc. Considers Compliance Mandatory

EFFECTIVE DATE: This Service Bulletin is effective **November 22, 2021.**

SUBJECT: *CONTROL STICK INSPECTION*

SERIAL NUMBERS AFFECTED: *CC11-00353 through CC11-00416 with titanium control sticks*
CCK-1865-0116 through CCK-1865-0118 with titanium control sticks*
CCK-1865-1001 through CCK-1865-1066 with titanium control sticks*
CCX-1865-0005 through CCX-1865-0020 with titanium control sticks**

**Titanium sticks are bare metal with a brushed finish. This service bulletin does not apply if your control sticks are painted or powder coated black.*

COMPLIANCE TIME: *Inspection by the aircraft owner/operator or an A&P mechanic must be performed within the next 50 hours or at the next conditional/annual inspection. Compliance with this service bulletin on experimental aircraft is at the sole discretion of the owner/operator of the experimental amateur-built aircraft.*

PURPOSE: *Cub Crafters learned of a single instance where a crack developed in a titanium control stick due to an insufficiently deburred hole as supplied by vendor. While this is likely an isolated occurrence, the purpose of this Service Bulletin is to ensure there are no cracks and the hole has been deburred properly on any other aircraft.*

WARRANTY: *Aircraft under warranty will receive up to 30 minutes of labor cost if work is performed at a Cub Crafters Authorized Service Center. Please contact Cub Crafters Customer Support for assistance.*

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INSTRUCTIONS:

1. Read all instructions before beginning any work.
2. Verify whether your control sticks are titanium or not. Titanium sticks will be bare metal. If your control sticks are painted or powder coated black, they are not titanium, and this service bulletin does not apply to your aircraft. If your sticks are titanium, proceed to the following steps.
3. On the left side of the forward control stick, carefully remove the grommet protecting the wires entering the stick.

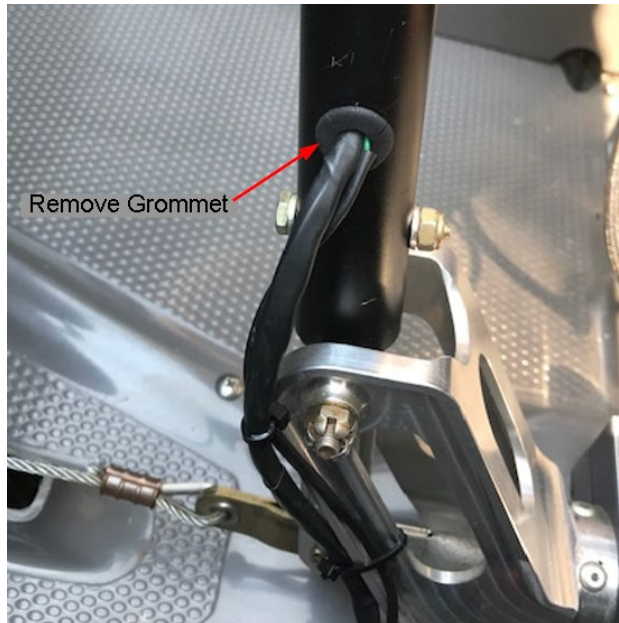


Figure 1 – Forward Control Stick

NOTE: the stick shown in this figure is not titanium

4. Inspect for cracks or burrs in and around the hole. Inspect visually with a flashlight and by running a fingernail around the hole, feeling for any bumps or inconsistencies.
5. If a crack exists, the stick must be replaced. Contact CubCrafters support for a new stick assembly (part # PC95000-001) and further instruction. If a replacement is needed, CubCrafters support team will need to be informed if your plane has been equipped with auto-pilot.
6. If a burr exists in the hole, push the wires aside and file or sand the burr until the hole is smooth. Care must be taken to ensure the wires are not damaged in the process. The filing/sanding should only remove small imperfections and should not change the shape or result in a larger hole.
7. When the hole is smooth, without any burrs, the grommet may be reinstalled. If the grommet becomes damaged, disconnect the wires and replace it with a new MS35489-6 grommet.



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- 8. If your aft control stick is equipped with a trim switch, repeat the steps above to ensure there are no burrs in the hole for the wires. If a crack is discovered, the stick must be replaced. Contact CubCrafters support for a new stick assembly (part # PC94000-005) and further instruction.
- 9. Upon completion, make the following logbook entry stating compliance with SB00037 Rev NC.

<u> </u> <i>(tach time)</i>	<u> </u> <i>(total time)</i>	<p>The control sticks were inspected in accordance with SB00037 Rev. NC. Holes for wire pass through are free of burrs and cracks.</p>
		<p>_____</p> <i>Signature</i>
		<p>_____</p> <i>Date</i>

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 at:

1918 South 16th Avenue
 Yakima, WA 98903-1212
 Phone: (877) 484-7865 or (509) 248-9491
 Fax: (509) 248-1421

Email: support@cubcrafters.com
 Website: www.cubcrafters.com

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