

# VAN'S AIRCRAFT

## TOTAL PERFORMANCE

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### SERVICE BULLETIN 18-03-30

**Date Released:** March 30, 2018 (Initial release)  
April 25, 2018 (added possible use of a spacer to Step 5)

**Date Effective:** March 30, 2018

**Subject:** Elevator stop inspection

**Affected Models:** RV-10 aircraft with empennage kits purchased after April 2012

**Required Action:** Inspect control system for jamming and proper elevator travel. Correct operation if necessary.

**Time of Compliance:** Before further flight

**Supercedes Notice:** None

**Labor Required / SLSA Warranty Allowance:** 0.3 Hours for the inspection  
1.5 Hours if corrections are necessary

**Level of Certification:** None

#### Synopsis:

In April 2012 the lower aft portion of the elevator horn was removed. See the trimmed face called out in Figure 1. This portion of the horn typically needs to be removed for use on most RV aircraft. The RV-10 does not require this trim. It has come to our attention that due to production tolerances it would be possible for the horn to jam against the up elevator control stop. This condition would also permit excessive elevator up travel. If either of these problems exist, the aft stop F-1012D Up Elevator Stop should be replaced.

#### Method of Compliance:

Step 1: Remove the F-1094B Empennage Fairing.

Step 2: Inspect the pitch control system for proper contact of elevator control horn aft flange against the F-1012D Up Elevator Stop as shown in Figure 1. An improper installation in which the flange does not make contact is shown in Figure 2. If your aircraft matches Figure 1 proceed to the last step of this service bulletin. If your aircraft matches Figure 2 proceed to the next step.

Step 3: Remove the F-1012D Up Elevator Stop. See RV-10 Page 10-13.

**Step 4:** Order the angle called out in the parts section of this Service Bulletin from Van's Aircraft. Remake the F-1012D Up Elevator Stop as shown on RV-10 Page 10-13 and Figure 3. Trim the vertical flange to match the original 3/4 inch height. Leave the horizontal flange longer as shown in Figure 3.

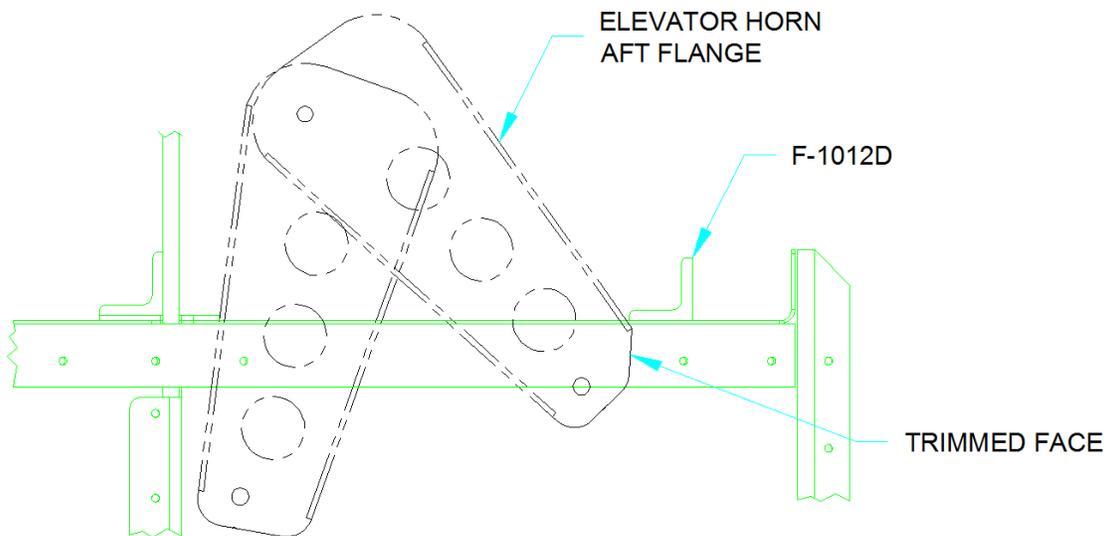
Clamp the up elevator stop angle in place on the fuselage and match-drill the old #30 and #12 holes from the fuselage into the angle.

**Step 5:** Install the new F-1012D Up Elevator Stop as shown on RV-10 Page 10-13, 10-21 and 10-22. Adjust the control stop as shown on RV-10 Page 11-06 to permit the correct amount of elevator travel. It is permissible to use a spacer underneath F-1012D if necessary.

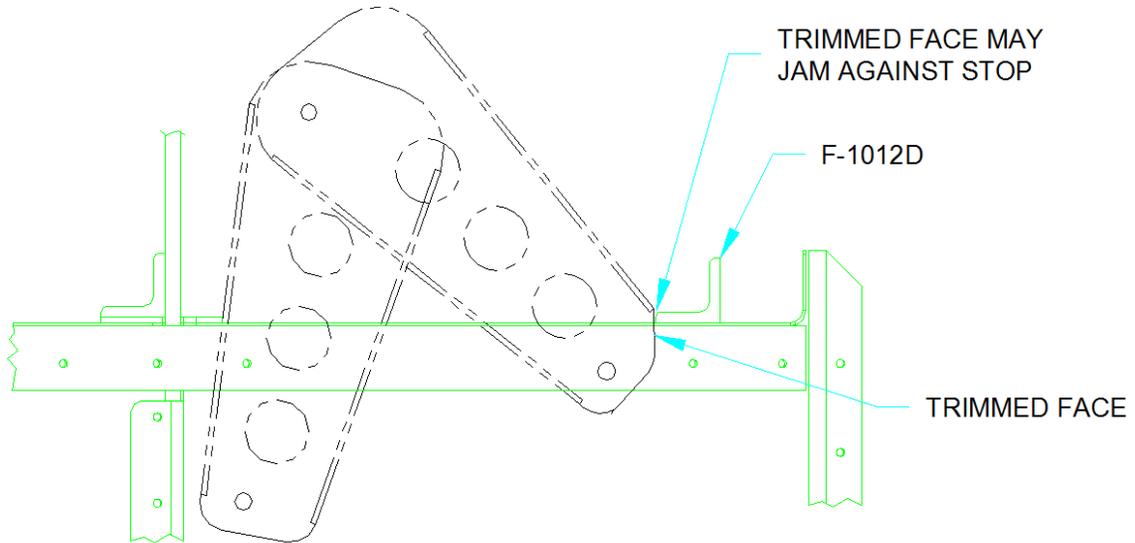
**Step 6:** Make a logbook entry indicating compliance with SB 18-03-30.

### PART NUMBER

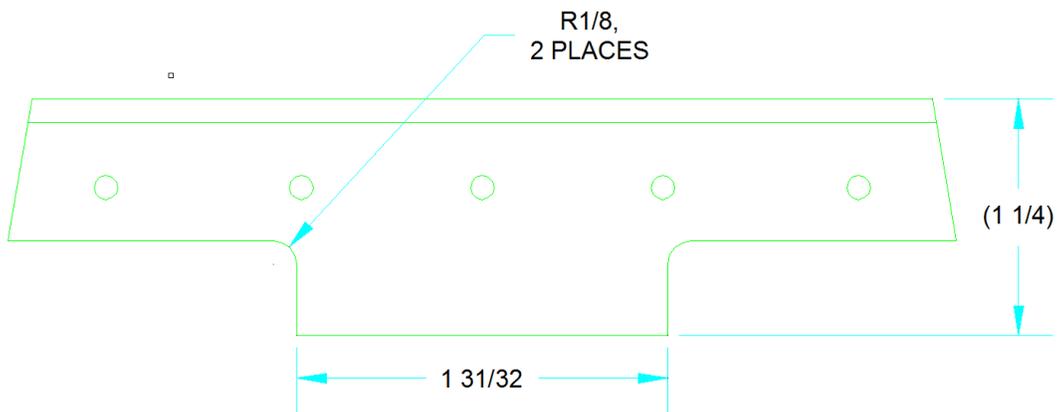
Qty	Item
1	AA6-125X1X1 1/4X5
3	AN470AD4-6



**FIGURE 1: NORMAL CONTROL STOP OPERATION**



**FIGURE 2: ABNORMAL CONTROL STOP OPERATION**



**FIGURE 3: MODIFIED UP ELEVATOR STOP TOP VIEW**