



Advisory Notice for Titan Tornado Aircraft

October 24, 2002

Inspection required before any further flights

Affected aircraft:

- All Aircraft

Aircraft not affected:

- None

Circumstances:

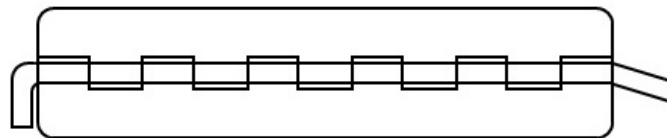
In the past, Titan Aircraft has retained hinge pins by cutting them 1/2" shorter than the hinge itself and crimping the outside hinge barrels. Over the years this has worked well, recently however, we became aware of two crimp failures. In both cases, the hinge barrel cracked at the crimp, which allowed the hinge pin to slide. Both were Vne/912 aircraft that have the extruded hinges that are quite hard. An over-crimped hinge barrel can lead to failure.

Inspection required:

Close inspection of the hinge crimps before each flight is recommended.

Corrective action:

The recommended method will be to cut a new hinge pin about 1-1/4" longer than the hinge. Bend one end of the hinge pin 90°, about 5/8" in from the end. Insert the pin and bend the other end about 15° to keep it from sliding back out, see reference drawing below. Note, make sure to use MS20253 hinge pins as replacements and not the common type.



The inboard flap hinges should be installed so the 90° end is facing the engine to prevent personal harm when working in the engine area. Also, if you need to remove a control surface, just unbend the 15° side and slide the pin out.

Once the pins are replaced it wouldn't hurt to continue to inspect them prior to each flight.

Contact Titan Aircraft: 440-275-3205 or email support@titanaircraft.com with any questions or concerns or to order new hinge pins.

Best regards,

A handwritten signature in blue ink that reads "John Williams".

John Williams
President
Titan Aircraft