

# VAN'S AIRCRAFT, INC.

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## Service Bulletin

SB 96-3-1

*Date issued:* March 25, 1996

*Models affected:* All RV-3 and RV-3A kits and flying aircraft

*Synopsis:* After a number of in flight wing failures in RV-3 and RV-3A aircraft, studies were initiated to identify any possible design deficiencies. These studies resulted in a recommendation by Van's Aircraft and the FAA to limit aerobatic flight of affected aircraft until main wing spar modifications have been accomplished.

*Required action:* All RV-3 and RV-3A builders and pilots with pre-RV-3B wing designs who wish to continue to fly these aircraft in the aerobatic category must, before further aerobatic flight, either complete the applicable Change Notice listed below or incorporate the RV-3B wing design.

Until the applicable Change Notice is completed or the RV-3B wing design is incorporated, RV-3 and RV-3A pilots should perform no aerobatic maneuvers and limit flight G loads to a maximum 4.4 G's (Utility Category).

This limitation should be reflected in the Operating Limitations for the aircraft as well as the airframe logbook until such a time that appropriate modifications have been completed.

Unmodified aircraft must display an "Aerobatic Limitations" placard referencing the Operating Limitations of the aircraft. This placard is available at no charge from Van's Aircraft. Part No. PLA AEROBATIC LIMITS

Contact Van's Aircraft for more information on the RV-3B wing design or the following Change Notices:

\*CN-301 TYPE I (1/8" thick spar bar stock with 1/8" rivets)

\*CN-301 TYPE II (3/16" thick spar bar stock with 3/16" rivets)

Additional information can be found at:

<http://www.faa.gov/aircraft/safety/alerts/saib/media/ACE-99-10.htm>