

AVIAT HUSKY A-1C-180 Model Guide

The AVIAT HUSKY A-1C-180 is a single-engine piston aircraft with a Lycoming O-360-A1P (180 HP) engine. It is part of the Aviat A-1 family, which seats up to 2. The documents available are all service bulletins, so this guide focuses on what to inspect and verify before buying.

KEY TAKEAWAYS

- Service Bulletin 36 (fuselage tubes) and SB 35 (exhaust muffler) are mandatory and apply to all A-1C-180 serial numbers.
- Check the logbook for SB 36 and SB 35 compliance. Both ask for a compliance letter to be sent to Aviat.
- SB 35 warns that a cracked muffler can let carbon monoxide into the cabin heat.
- Service Letter 4 allows flight with both doors open up to VNE, with no structural change needed.

FUSELAGE TUBE INSPECTION (SB 36)

Mandatory for all serial numbers. A broken tube was found in the empennage during an annual inspection. Inspect those tubes within 40 hours or at the next annual, whichever comes first, then at every annual. Only FAA certified mechanics or repair stations may do it. Ask for the logbook entry.

EXHAUST MUFFLER INSPECTION (SB 35)

Mandatory for all A-1C-180 serial numbers. At 250 hours, within 40 hours or at the next annual, then every 100 hours, remove and inspect the muffler (P/N 35650-002), baffles and heat exchange system. Cracks at the tailpipe base can be repaired. Cracks on ridges or in valleys require a new muffler.

DOORS-OPEN FLIGHT AND ALTIMETERS

Service Letter 4 lets A-1C-180 aircraft with the larger-door fuselage (S/N 3036, 3048, 3050 and up) fly with doors open up to VNE. The owner removes the prohibiting placard and AFMS #SII4000DE-A. SB 32 covers certain United Instruments 5934 altimeters on listed serials (3244 to 3264 range), which may read higher than actual altitude.

SPECIFICATIONS

Engine Power Hp	180
Max Passengers Family	2

PERFORMANCE

Max Range Nm	900
Max Cruise Speed Kts	150
Max Service Ceiling Ft	26000

SAFETY NOTES

- Carbon monoxide in the cabin can cause dizziness, headache and blurred thinking. Do a thorough exhaust preflight check every flight.
- Altimeters in the SB 32 serial range may read higher than actual altitude. Confirm the altimeter serial is not on the affected list, or that it was corrected.
- If cracks or breaks are found in the fuselage tubes, contact Aviat engineering before further flight.