

AVIAT HUSKY A-1B Model Guide

The AVIAT HUSKY A-1B is a single-engine piston airplane from Aviat (some bulletins carry the Sky International name). The supplied data has no variant-specific specs or performance figures, so this guide covers the service bulletins that affect the A-1B. Check each one against the logbooks before you buy.

KEY TAKEAWAYS

- The Husky family (A-1 to A-1C-200) is listed at up to 2 passengers, 150 kt cruise, 900 nm range and a 26000 ft ceiling. These are family maxima, not A-1B figures.
- SB 34 is a mandatory stabilizer support assembly inspection and covers all A-1B serial numbers. Aircraft with over 1200 hours had broken parts.
- SB 28 requires inspection of the rear stabilizer support tube before next flight and every 100 hours or at annual inspection.
- Confirm SB 21 (flap link, S/N 2397-2418) and SB 24 (drain valve, Lycoming IO-360-A1D6) were done where they apply.

TAIL STRUCTURE INSPECTIONS (SB 34, SB 28)

SB 34 (Rev C, 25 Sep 2020) refers to AD 2020-16-06 and requires a crack inspection of the stabilizer support assembly, P/N 35086-501 or 38086-501. Cracks started at the toe of the welded bushings. SB 28 covers rear support tube P/N 30800-111 on A-1B S/N 2397 and below, with inspection before next flight and every 100 hours or at annual. Ask for logbook entries and the compliance letters.

FLAP CABLE LINK (SB 21)

SB 21 applies to A-1B S/N 2397-2418. One link, P/N 35064-001, was made from 0.050 inch stock instead of the required 0.100 inch. Buyers should check that the link measures 0.100 inch, or that it was replaced under Kit A-1B-521. The bulletin asks for a compliance letter even if the part was good.

ENGINE DRAIN VALVE AND BATTERY

SB 24 calls for a Drain Valve Assembly on A-1B and A-1C aircraft with the Lycoming IO-360-A1D6 engine. It lists specific A-1B serial numbers and aims to prevent over-priming and flooding when the engine is idle. Check that it was installed and logged. EarthX's ETX900-TSO battery manual has an Aviat install appendix, so ask whether a lithium battery is fitted.

PERFORMANCE

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

SAFETY NOTES

- SB 34 is mandatory. A broken stabilizer support assembly was found on pre-flight inspection of aircraft with over 1200 hours.
- Only FAA certified mechanics should do the SB 34 inspection and the SB 28 repair.
- If an EarthX lithium battery is fitted, the manual requires a separate automatic over-voltage protection device for alternator charging systems.