

AVIAT HUSKY A-1C-200 Model Guide

The AVIAT HUSKY A-1C-200 is a single-engine piston airplane in Aviat's Husky A-1 family. The supplied data has no variant-specific performance or weight figures. What it does have is two service bulletins, on the tail tie rods and the ELT remote battery, and these shape what a buyer should check.

KEY TAKEAWAYS

- Check Service Bulletin 26: threaded tie rods apply to all serial numbers, including the A-1C 200.
- Check Service Bulletin 27: the ELT remote battery issue affects serial numbers 3057-3079.
- Family figures (A-1 line): up to 2 passengers, 900 nm range, 150 kt cruise. These are not A-1C-200 figures.
- No variant-specific specs, V-speeds or weights were supplied. Get them from the POH.

SAFETY NOTES

- Inspect both ends of each threaded tie rod for cracks before each flight, as Service Bulletin 26 requests.
- Tail wire tension after tie rod work should be 100-125 lbs, measured with a tensiometer.
- Only FAA authorized repairmen should do the service bulletin work. The owner/operator is responsible for having it done.

THREADED TIE ROD (SB 26)

Service Bulletin 26 (Rev A, 17 January 2010) applies to all serial numbers. It asks for a visual check of both ends of each threaded tie rod before each flight for cracks. Worn rods should be replaced with rolled-thread rods, part number 30655-012. Work is done by FAA authorized mechanics, and a compliance letter is returned.

ELT REMOTE BATTERY (SB 27)

Service Bulletin 27 (Rev A) covers the ELT AK-451 series remote switch on serial numbers 3057-3079. The remote battery may drain, leaving the remote unusable. The ELT itself still works. The fix is a new 3 volt lithium battery (Duracell DL1/3NB) and RJ-12 connectors, installed by authorized mechanics.

FAMILY CONTEXT

The A-1 family variants listed are A-1, A-1A, A-1B, A-1C-180 and A-1C-200. Family maximums are 900 nm range, 150 kt cruise, 26000 ft service ceiling and 900 kg MTOW. These are upper limits across all variants, so confirm A-1C-200 values in its documentation.