



SERVICE LETTER NO. 70-8

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DATE: October 14, 1970

SUBJECT: Rudder Bellcrank Modification

MODELS AFFECTED: AA1-0001 thru 0310, 0312 thru 0332, 0334 thru 0346, 0348 thru 0350, 0352 thru 0375, 0377 thru 0378, 0380 thru 0403, 0405, 0407, 0409, & 0411.

TIME OF COMPLIANCE: At next scheduled inspection, or sooner at Owner's discretion.

Field reports indicate that on some aircraft a camming action is taking place between the rudder bellcrank and the bellcrank stop bolts due to the radius on the bellcrank at the stop contact point. It is suggested that the bellcrank be modified to provide a flat contact area between bellcrank and stop bolts at the next scheduled inspection, or sooner at the owner's discretion.

Rudder Bellcrank Modification Procedure.

1. Remove the tail cone assembly.
2. Disconnect rudder cables and remove the rudder bellcrank.

CAUTION: The rudder control cables are spring loaded. Pull the rudder pedals to the rear and place a 4 to 4-1/2 in. block between each pedal and the firewall. This will loosen cables for clevis bolt removal and prevent them from retracting into the fuselage.

3. Rework the rudder bellcrank as shown on figure 1.

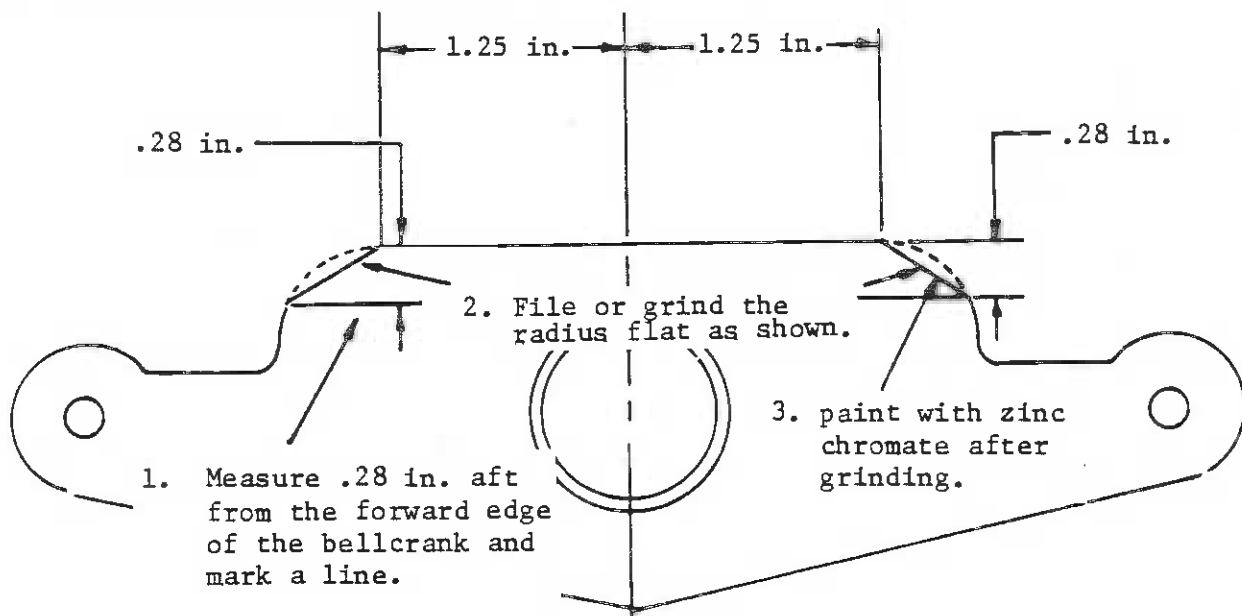


Figure 1. Rudder Bellcrank Modification Procedure.

4. Prior to installation of the rudder bellcrank, check the clearance between the rudder tip and fin. Minimum clearance is 0.10 inch as shown on figure 2. If clearance is less than 0.10 inch, install shims part number 902014-2 as required. Lubricate the rudder bearings, as required, with Aeroshell grease #6 or equivalent per MIL-G-7711.

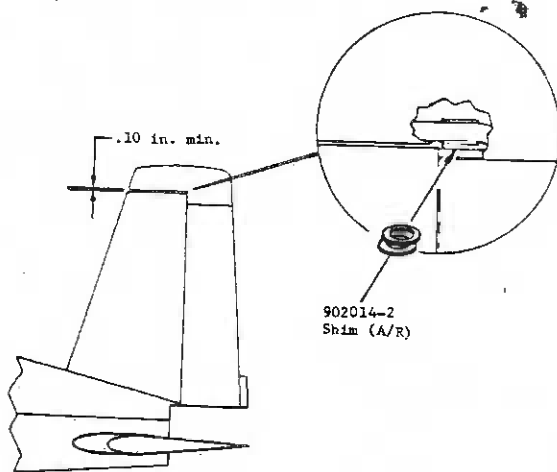


Figure 2. Rudder Tip-Fin Clearance.

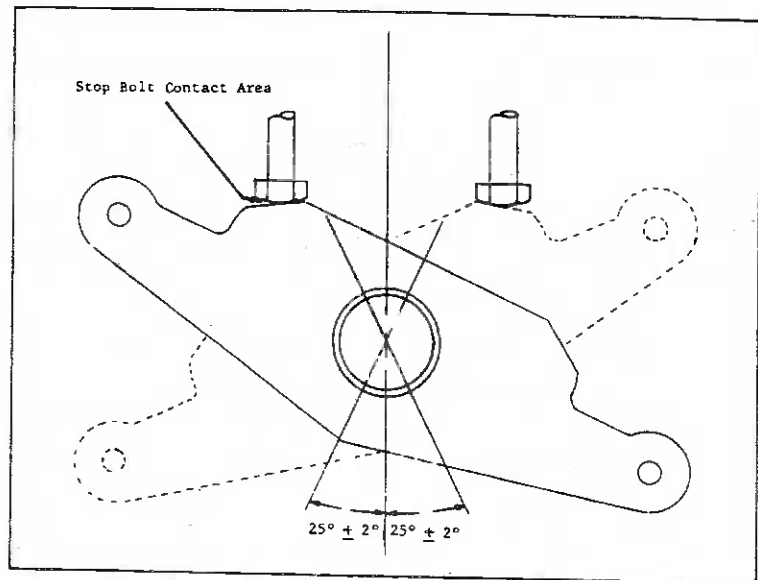


Figure 3. Rudder Bellcrank Stop Bolt Adjustment.

5. Install the rudder bellcrank, REMOVE THE BLOCKS FROM BEHIND THE RUDDER PEDALS and adjust the rudder stop bolts to provide  $25^\circ \pm 2^\circ$  rudder travel, both right and left as shown on figure 3.
6. Install the tail cone assembly and check rudder and rudder pedals for proper travel and operation.

Since the rudder bellcrank modification is a design improvement rather than a mandatory modification, no labor allowance will be available and no warranty claims will be honored for work performed in accordance with the Service Letter No. 70-8.

Very Truly Yours,

AMERICAN AVIATION CORPORATION

Paul H. Seibert  
Customer Service Manager

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