

SERVICE LETTER NO. 72-3

DATE August 7, 1972

SUBJECTS: ITEM 1. STEP DRAIN HOLE MODIFICATION  
ITEM 2. FLAP POSITION INDICATOR MODIFICATION  
ITEM 3. AILERON BALANCE WEIGHT ARM MODIFICATION  
ITEM 4. CANOPY LATCH AND LOCK SEALING IMPROVEMENTS  
ITEM 5. CANOPY TRACK TEFLON RUNNER ROLL PINS  
ITEM 6. REAR SEAT CLOSE OUT COVERS  
ITEM 7. TAIL TIE DOWN RINGS

SERIALS AFFECTED: As indicated on each subject.

TIME OF COMPLIANCE: As indicated on each subject.

GENERAL

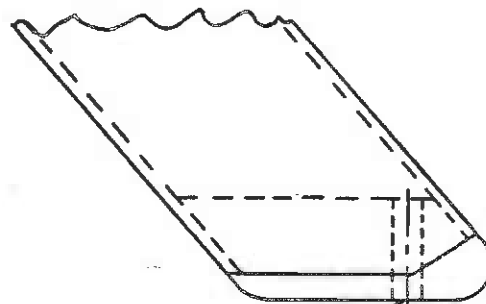
Recent production changes have incorporated engineering improvements in several areas on the Model AA-5/Traveler. These improvements, are itemized in this Service Letter and are recommended for the indicated aircraft.

ITEM 1. STEP DRAIN HOLE MODIFICATION

SERIALS AFFECTED: AA5-0001 through AA5-0026 (with optional steps installed).

TIME OF COMPLIANCE: At the next scheduled inspection or sooner at the owner's discretion.

On production aircraft, AA5-0027 and up, the optional outside steps have been redesigned to include 3/16" diameter drain holes through the bottom caps to prevent an accumulation of moisture inside the steps. Aircraft prior to AA5-0027, which are equipped with the optional outside steps, should have these drain holes added. See Figure 1 below for the proper location of these holes.



Drill 3/16" dia. thru.

.85 ±.06

ITEM 2. FLAP POSITION INDICATOR MODIFICATION

SERIALS AFFECTED: AA5-0001 through AA5-0140.

TIME OF COMPLIANCE: At owner's discretion.

On production aircraft, AA5-0141 and up, the flap position indicator cable assembly has been redesigned to incorporate a return spring at the forward end of the indicator wire, inside the console. The addition of this spring provides a smoother, more positive flap position indicator movement. Aircraft below AA5-0141, which experience erratic flap position indicator operation, can be modified to add this spring by installing Service Kit No. SK-117.

ITEM 3. AILERON BALANCE WEIGHT ARM MODIFICATION

SERIALS AFFECTED: AA5-0001 through AA5-0164

TIME OF COMPLIANCE: At the next scheduled inspection or sooner at the owner's discretion.

On production aircraft AA5-0165 and up the Aileron Balance Weight Support Arm has been redesigned to incorporate a closed end on the tube. This provides a sealed tube which prevents the accumulation of moisture and the possibility of corrosion on the tube inside diameter.

On aircraft prior to AA5-0165 the Aileron Balance Weight Support Arm should be modified as follows: chamfer the I.D. of the tube .030 x 45°. Inspect the tube I.D. for any evidence of corrosion. If corrosion is present remove it with a small wire brush and swab the tube I.D. with zinc chromate. After the zinc chromate is dry, remove a small amount from the tube I.D. to a depth of 1/4" from the end. Coat this area with commercial epoxy resin and plug the end of the tube with a plug-Part No. D4410. This will provide a sealed tube and prevent the further accumulation of any moisture. See Figure 3. Plugs P/N D4410 are available at a cost of \$.07(E) each.

Remove paint from tube I.D. and seal  
Stimpson plug (P/N D4410) in place  
with commercial epoxy resin.

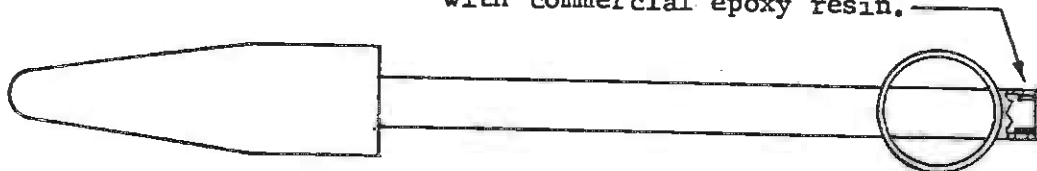


Figure 3. Aileron Balance Weight Arm Modification.

ITEM 4. CANOPY LATCH AND LOCK SEALING IMPROVEMENTS

SERIALS AFFECTED: Canopy Lock Dust Cover Installation - AA5-0001 through AA5-0063

ITEM 4. CANOPY LATCH AND LOCK SEALING IMPROVEMENTS(Continued)

TIME OF COMPLIANCE: At owner's discretion.

Changes have been incorporated on recent production aircraft to improve sealing in the canopy latch area. The faying surface of the canopy latch handle shaft nyliner bearing is sealed to the canopy with an extruded sealant\* when the bearing is installed. One AN960-616L washer(directly under the latch handle) and foam tape washers, Part No. 5102276-7 are installed, as required to fill the gap between the outside canopy latch handle and the canopy top skin to seal the latch handle shaft where it passes through the canopy skin. Additionally the canopy lock body is sealed to the canopy with an extruded sealant and a dust cover is now used over the key slot. These improvements can be made on earlier model aircraft as follows:

TO INSTALL THE DUST COVER AND SEAL THE LATCH HANDLE SHAFT.

1. Remove the canopy handle and the shaft nyliner bearing.
2. Remove the royalite trim panel covering the canopy latch box assembly inside the canopy.
3. Remove all the screws holding the latch box assembly to the canopy and spring the aft end of the box assembly down far enough to allow wrench clearance for the 7/8" nut on the canopy key lock.
4. Remove the key lock body and slip on the dust cover assembly #15786.
5. Reinstall the key lock body sealing it to the canopy with an extruded sealant\*.
6. Reassemble the latch box assembly to the canopy in reverse of the removal procedure. Seal the latch handle shaft nyliner bearing to the canopy with an extruded sealant\* wiping off any excess.
7. Install foam washers(P/N 5102276-7) adhesive side up as required and one AN960-616L washer to fill the gap between the canopy top and the latch handle. Install the handle. See Figure 4A and 4B.

TO SEAL THE CANOPY LATCH HANDLE SHAFT ONLY:

1. Remove the outside canopy latch handle(and any washers underneath it).
2. If the latch handle shaft bearing is not sealed to the canopy remove it, apply extruded sealant\* to the mating surfaces and reinstall it in the canopy.
3. Install foam washers(P/N 5102276-7) adhesive side up as required, and one AN960-616L washer, to fill the gap between the canopy and the handle. Reinstall the latch handle.

\*APPROVED EXTRUDED SEALANTS

THE FOLLOWING PARTS ARE REQUIRED FOR THIS MODIFICATION

<u>QUANTITY</u>	<u>PART NUMBER</u>	<u>NAME</u>	<u>PRICE</u>
As required	5102276-7	Foam Washer	\$ .25(H)
" "	AN960-616L	Washer	\$ .03(E)
" "	15786	Dust Cover	\$1.40(E)

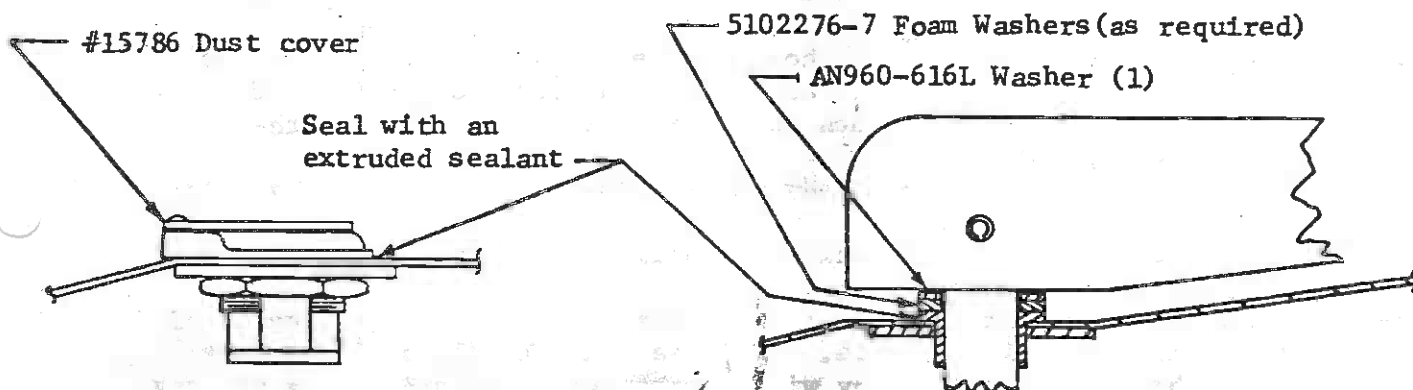


Figure 4A.

Figure 4B.

Canopy Lock and Latch Sealing Improvements

ITEM 5. IMPROVED CANOPY TRACK RUNNER RETENTION

SERIALS AFFECTED: AA5-0001 through AA5-0145.

TIME OF COMPLIANCE: At owner's discretion.

AA5-0146 and on have four additional roll pins installed in the canopy track assembly to provide improved retention of the teflon runners. These roll pins can be installed on aircraft below AA5-0146 by removing the two canopy stops and carefully sliding the canopy aft far enough to insert the canopy track drilling tool #SF-1074 and drill the .062" diameter holes 36.75" from the front of the track, (see Figure 5). The installation of these new roll pins is identical to the existing ones at the front of the track. After the pins are installed slide the canopy forward and replace the canopy stops.

The following parts are required for this modification:

<u>QUANTITY</u>	<u>PART NUMBER</u>	<u>NAME</u>	<u>PRICE</u>
4	52-012-062-0500	Roll Pin	\$ .04(E)
1*	ST-1074	Canopy Track Drilling Tool	10.00(B)

\*This is a standard dealer equipment tool that most dealers have.

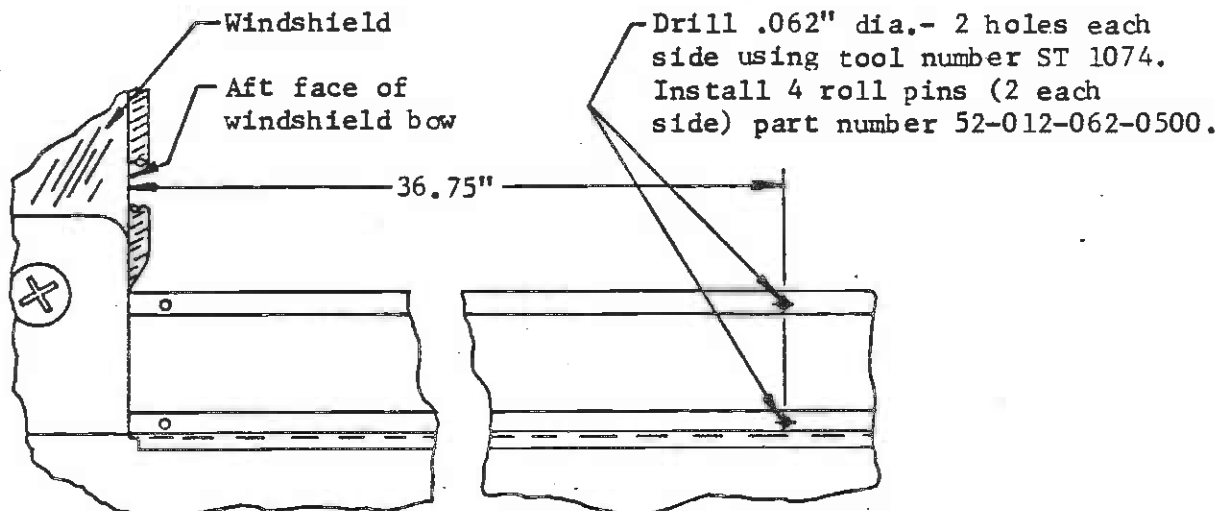


Figure 5. Canopy Track Modification.

(Left Side Shown)

ITEM 7. TAIL TIE DOWN RINGS

SERIALS AFFECTED: AA5-0001 through AA5-0046.

TIME OF COMPLIANCE: At owner's discretion.

On production aircraft AA5-0047 and up two tail tie down rings (one on each side of the ventral fin) have been added to the bottom of the fuselage below the rear stabilizer bulkhead. These eye bolts can be added to aircraft AA5-0001, through AA5-0046 as follows:

Take off a rear access cover, remove and discard the existing bolts, nuts and washers that attach the ventral support braces, to the bottom of the fuselage. Enlarge the holes in the braces and the corresponding holes in the bottom of the fuselage to 5/16" diameter and install the eyebolts, washers and nuts, (see Figure 7). Prime and paint the eyebolts the aircraft color.

THE FOLLOWING PARTS ARE REQUIRED FOR THIS MODIFICATION

<u>QUANTITY</u>	<u>PART NUMBER</u>	<u>NAME</u>	<u>PRICE</u>
2	901033-1	Eye Bolt	\$.80 (E)
2	AN960-516	Washer	.05 (E)
2	MS20365-524	Nut	.03 (E)

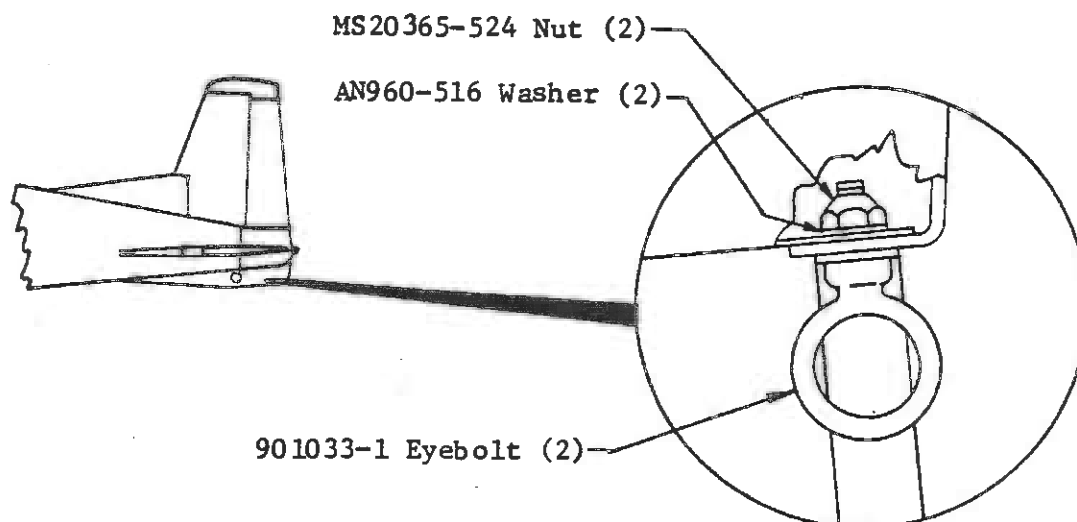


Figure 7. Tail Tie Down Rings.

SUMMARY OF PARTS INFORMATION

NUMBER REQUIRED PER AIRCRAFT	PART NUMBER	NAME	PRICE EACH
ITEM 1.	No Parts Required	---	---
ITEM 2.	One Kit	SK-117	
		Flap position indicator modification	
ITEM 3.	2	D-4410	\$ .07(E)*
ITEM 4.	A/R(approx.2)	5102276-7	.25(H)*
	1	AN960-616L	.03(E)*
	1	15786	1.40(E)*
ITEM 5.	4	52-012-062-0500	.04(E)*
	1	ST-1074	10.00(B)**
ITEM 6.	4	AES1021A4-6	.01(A)*
	4	A1776-4A-1	.04(E)*
	1	5102344-46	4.55(H)*
	1	5102344-47	4.55(H)*
ITEM 7.	2	901033-1	.80(E)*
	2	AN960-516	.05(E)*
	2	MS20365-524	.03(E)*

\*All prices marked(\*) are available at no charge until Dec. 31, 1972.  
Thereafter the price shown will be charged.

\*\*This is a standard dealer equipment tool that most dealers have.

Required parts for the above modifications are available from your authorized American Aviation Dealer.

Since these are design improvements rather than mandatory modifications, no labor allowance will be available for work performed in accordance with this Service Letter No. 72-3.

Prices are subject to change without notice.

Very truly yours,

AMERICAN AVIATION CORPORATION

Paul H. Seibert  
Customer Service Manager