

134

DATE: December 21, 1972

SUBJECT: Headliner Inspection and Replacement

SERIALS AFFECTED: AA1-0458 and AA1-0459, AA1A-0001 thru AA1A-0470  
AA1B-0001 thru AA1B-0033, AA1B-0037 thru AA1B-0041,  
AA1B-0043 thru AA1B-0047, AA1B-0049, AA1B-0051,  
AA1B-0053, AA1B-0055, AA1B-0058 and AA1B-0061,  
AA5-0001 thru AA5-0160, AA5-0162 thru AA5-0164,  
AA5-0166 thru AA5-0182, AA5-0184, AA5-0185,  
AA5-0187 thru AA5-0190, AA5-0193 thru AA5-0204,  
AA5-0206 thru AA5-0208, AA5-0210 thru AA5-0212,  
AA5-0215 thru AA5-0220, AA5-0222, AA5-0223,  
AA5-0226, AA5-0227, AA5-0231 thru AA5-0235 and  
AA5-0240.

TIME OF COMPLIANCE: INSPECTION; Prior to, but no later than February 1, 1973  
REPLACEMENT (if required): No later than March 1, 1973

### General

Some aircraft within the above serial number ranges have been produced with turtleback and/or canopy headliner fabric materials that have been vendor treated with a flame resistant substance which does not meet specifications. This material, in the presence of moisture, can be corrosive to the interior of the aircraft if the material is allowed to remain in contact with the structure. In order to determine which aircraft are affected, the following inspection must be accomplished prior to, but no later than February 1, 1973.

### Inspection

#### AA-1, AA-1A, AA-1B and AA-5 Aircraft - Turtleback Area

Remove aft baggage compartment ABS bulkhead and inspect aluminum turtleback bulkhead area for corrosion where the cloth headliner material contacts the bulkhead and headliner support tubes. If corrosion is found, replace headliner per Service Kit listed below. If no corrosion is found, remove a small (approx. 1" x 2"), sample from the excess headliner material in the area of the bulkhead, identify the material with aircraft Model and Serial no. and area located (turtleback) and return the sample to the factory for positive identification of the flame resistant chemical.

#### Model AA-5 - Canopy Area

On 1972 model aircraft, pull headliner material down out of upper canopy window retainer channels and inspect canopy for corrosion in the area where the cloth headliner material contacts the canopy. On 1973 model aircraft, remove canopy latch cover and inspect canopy. If corrosion is found, replace headliner per Service Kit listed below. If no corrosion is found, remove a small sample from

the excess headliner material in the area under the canopy latch cover, identify the material with the aircraft Model and serial no. and area located (canopy) and return the sample to the factory for positive identification of the flame resistant chemical.

- NOTE: 1. On AA-5 both the turtleback and canopy must be inspected.
2. If factory investigation of returned headliner material indicates a potential corrosion problem, notification will be made and replacement of the headliner by installation of one of the following kits will be requested.

#### Service Kits

<u>A/C Model</u>	<u>Kit No.</u>	<u>Price</u>	<u>Area</u>
AA-1, AA-1A, AA-1B	SK-122	74.67 (H)	Turtleback
AA-5 (1972 models)	SK-123	75.14 (H)	Canopy & Turtleback
AA-5 (1973 models)	SK-124	65.51 (H)	Canopy & Turtleback

#### Credit Allowance

<u>A/C Model</u>	<u>Inspection</u>	<u>Kit Installation &amp; Corrosion Removal</u>
AA-1, AA-1A, AA-1B	.2 hours	5.0 hours
AA-5	.4 hours	15.0 hours

A labor credit per the above schedule at the Dealer's prevailing shop rate, will be available for inspection and installation of Service Kits and corrosion removal, if required, on all affected aircraft in or out of warranty.

A full kit parts credit will be available, upon receipt at the factory of the complete headliners (less support rods), removed from the affected aircraft.

All work must be performed or authorized by an American Aviation Corporation Dealer or representative and a completed Warranty Claim, Form No. AA-740 submitted to the factory prior to March 31, 1973, for credit allowance.

Prices are subject to change without notice.

AMERICAN AVIATION CORPORATION

Distribution (B)

## HEADLINER FIELD REPLACEMENT PROGRAM

12-14-72

Total Aircraft Affected:

AA-1	458 & 459	=	2
AA-1A	1 thru 470	=	470
AA-1B	1 thru 62 (less factory rework)	=	45
AA-5	(1972) 1 thru 155	=	155
AA-5	(1973) 156 thru 240 (less factory rework)	=	60
	TOTAL		732

Are building 100 2-place headliners

Are building 240 4-place headliners

Estimated % of Aircraft Requiring Rework:

33% of 2-place (511 A/C)	=	170 A/C
100% of 4-place (215 A/C)	=	215 A/C
		<u>385 A/C</u>

Cost of Parts Required to make Change:

2-place	170 x \$17.92	=	3,046.00
4-place (72)	155 x \$18.03	=	2,795.00
4-place (73)	60 x \$15.72	=	943.00
			<u>6,784.00</u>

Flat Rate Labor to Make Change at 10.00/hr:

2-place	170 x 50.00	=	8,500
4-place (72)	155 x 150.00	=	23,250
4-place (73)	60 x 150.00	=	9,000
			<u>40,750</u>

Estimated Actual Labor to Make Change at 10.00/hr:

2-place	170 x 50.00	=	8,500
4-place (72)	155 x 400.00	=	62,000
4-place (73)	60 x 400.00	=	24,000
			<u>94,500</u>

Total Estimated Material and Labor to Make Change:

Material	6,784
Labor	<u>94,500</u>
	101,284

Flat Rate Labor for Inspection at 10.00/hr:

2-place	517 x 2.00	=	1,034.00
4-place (72)	155 x 4.00	=	620.00
4-place (73)	60 x 4.00	=	240.00
			<u>1,894.00</u>

Grand Total:

Material	6,784
Change Labor	94,500
Inspection Labor	<u>1,894</u>
	103,178