

DATE: October 23, 1975

SUBJECT: CENTER SPAR CONSOLE INSPECTION AND MODIFICATION

SERIALS AFFECTED: All Model AA-1 and AA-1A, AA-B-0001 thru AA1B-0538, all Model AA-5, AA5A-0001 thru AA5A-0057 and AA5B-0001 thru AA5B-0180.

TIME OF COMPLIANCE: Within the next 50 hours of operation or at the next scheduled 100 hour or annual inspection, whichever occurs first.

#### GENERAL

We have received a report of small foreign objects lodged against the control cables passing underneath the center spar which caused restricted control surface movement. To prevent possible recurrence, a new close-out panel has been designed and will be incorporated in new production aircraft. The new close-out panel must also be installed in affected delivered aircraft (see NOTE below).

#### INSPECTION

Inspect the area underneath the center console of all affected aircraft for any foreign objects or material. Remove any such material and insure control cables are free to move unobstructed.

NOTE: All Model AA-1, AA-1A, AA-1B, AA-5, AA-5A, and AA-5B aircraft affected must be inspected as indicated above. On all Models AA-1, AA-1A, and AA-1B serial 0001 through serial 0237, it will not be necessary to install the new close-out panel if the original carpet is still intact and if there is a closed fit between the carpet and center console.

#### MODIFICATION TWO-PLACE AIRCRAFT

1. Remove seats in accordance with proper service manual.
2. Remove spar covers (P/N 102386-5 and -6) by removing the three (3) screws forward of the center spar.  
  
NOTE: Spar covers are glued to the top of the spar and must be carefully separated.
3. Remove screws attaching forward and aft console to the floor.
4. If necessary, trim floor covering so close-out panel lies flush on the cabin floor to obtain a minimum gap of .250 between it and the bottom of the center spar.
5. Position close-out panels in a manner that the lower flange is underneath the royalite facing out.

6. Attach panels utilizing existing console attach holes (one forward and aft of spar each side).

NOTE: On some models, only one screw is utilized on the right side, aft of the flap motor relief to attach the aft console to the floor. An additional screw (P/N AES 1021A6-8) must be installed forward of flap motor relief to fasten aft section of close-out panel to floor.

CAUTION: When drilling through cabin floor, insure that hole is drilled through both face sheets of honeycomb to allow for proper drainage and to prevent freezing.

7. Reinstall console covers.
8. Reinstall seats.

#### MODIFICATION FOUR-PLACE AIRCRAFT

1. Remove seats per service manual.
2. Remove the aft floor attach screw on the forward console side panels along with the forward floor attach screws of the aft console.
3. Position the close-out panel in a manner that the lower flange is underneath and behind the flanges on the forward and aft consoles. The short upper flange should be towards the rear facing inward.
4. Wherever possible, utilize existing console attach holes. If necessary, additional holes may be drilled as long as the existing floor doublers are utilized.

CAUTION: When drilling through cabin floor insure that hole is drilled through both face sheets of honeycomb to allow for proper drainage and to prevent freezing.

#### PARTS INFORMATION

Parts will be available through your authorized Grumman American Aviation Dealer at the following part number and cost:

PART NUMBER	DESCRIPTION	PRICE
102451-501 (Two-Place)	Panel Assembly, Console Close-out	4.45 (H)
102451-502 (Two-Place)	Panel Assembly, Console Close-out	4.45 (H)
5102384-501 (Four-Place)	Panel Assembly, Console Close-out	5.95 (H)
5102384-502 (Four-Place)	Panel Assembly, Console Close-out	5.95 (H)

CREDIT ALLOWANCE

A full parts and labor allowance of 2.0 hours at the dealer's prevailing shop rate will be available for each aircraft that is within the warranty period. No parts or labor allowance will be made for aircraft falling beyond the warranty period.

All work must be performed or authorized by a Grumman American Aviation Dealer. A completed Warranty Claim Form No. GAA-740 must be submitted to the factory before April 30, 1976 for credit allowance.

Immediately on completion of work, a Service Reply Card (attached), is to be completed and returned, noting compliance with the requirements of this Service Bulletin No. 151.

Prices subject to change without notice.

GRUMMAN AMERICAN AVIATION CORPORATION

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