



SERVICE LETTER NO. 71-7

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DATE: July 19, 1971
SUBJECT: Rudder/Elevator Rib Rivnut Inspection
SERIAL AFFECTED: AA1-0001 thru AA1-0458, AA1A-0001 thru AA1A-0239
TIME OF COMPLIANCE: At each scheduled inspection.

General

It has come to our attention that on some aircraft, the rivnut in the elevator outboard rib and rudder top rib, which secures the aft end of the tip support rib, has pulled out or become loose.

Inspection

At each scheduled inspection, it is recommended that the elevator/rudder tip be inspected for looseness. If looseness is noted, remove the elevator/rudder tip and tip-to-elevator rib assemblies and inspect the rivnut in the outboard/top rib for security of installation. Evidence of pulling will be indicated by clearance between the rivnut flange and the honeycomb skin (See Figure 1.)

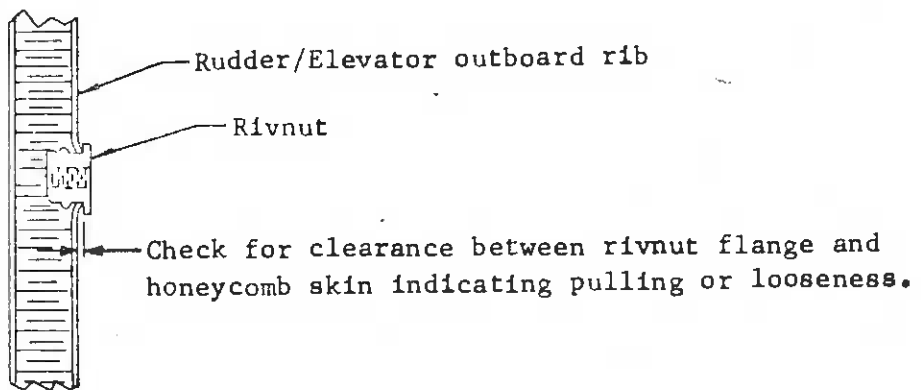


Figure 1. Rudder/Elevator Rivnut Inspection

If rivnuts are found to be loose or pulled, Service Kit No. SK-111 (Rudder/Elevator Tip Rib Modification), should be incorporated. Service Kit No. SK-111 includes all the necessary materials and complete instructions for making the modification and is available from your authorized American Aviation Corporation Dealer at no charge until March 1, 1972. Thereafter, the kit will be available at a cost of \$.63 (H). One kit is required for each control surface being repaired.

Very truly yours,

AMERICAN AVIATION CORPORATION