

SERVICE LETTER NO. 75-10  
"FAA DOA EA-4 APPROVED"

DATE: November 17, 1975

SUBJECT: PARKING BRAKE IMPROVEMENT

SERIALS AFFECTED: All Model AA-1, AA-1A and AA-5, AA1B-0001 thru AA1B-0582, AA5A-0001 thru AA5A-0058 and AA5B-0001 thru AA5B-0179.

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

GENERAL

Recent production aircraft have incorporated an engineering change that provides for increased retention of the parking brake control housing. Field reports indicate that in some instances, the housing would slip through the retaining clamp, when the parking brake control was actuated. Therefore, a nut and associated tywrap lock have been added directly above the clamp.

It is recommended that this improvement be incorporated on the above affected aircraft in the time of compliance indicated.

INSTALLATION INSTRUCTIONS (Refer to Figure 1)

1. Loosen screw on wire stop, straighten parking brake control wire and remove wire stop.

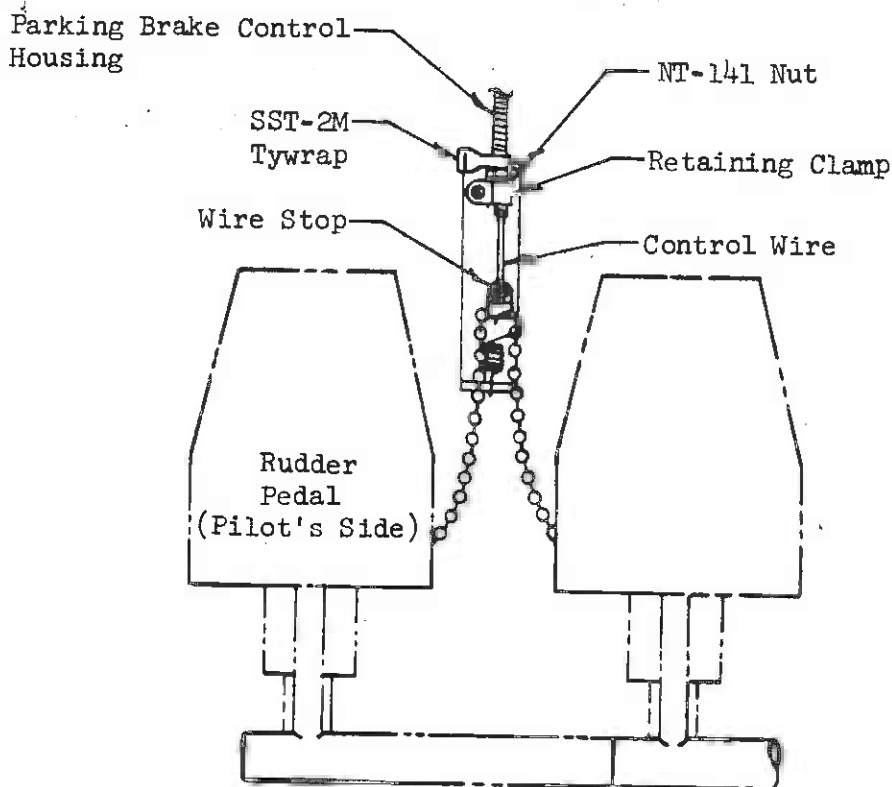


Figure 1. Parking Brake Improvement

2. Loosen retaining clamp sufficiently to allow the housing to slide through.
3. Install NT-141 Nut on housing, reassemble in the reverse order and rig parking brake.

N O T E

RIGGING INFORMATION MAY BE OBTAINED FROM THE CURRENT SERVICE MANUAL OR SERVICE LETTER NO. 74-7.

4. Seat NT-141 Nut on retaining clamp and install SST-2M Tywrap to prevent nut from turning.
5. Check parking brake for proper operation. After disengaging, apply full rudder pedal deflection in both directions and confirm that neither master cylinder parking brake lever is lifting.

PARTS INFORMATION

<u>QUANTITY</u>	<u>PART NUMBER</u>	<u>DESCRIPTION</u>	<u>PRICE EACH</u>
1	NT-141	Nut	\$ .27 (E)
1	SST-2M	Tywrap	.10 (E)

Since the subject of this Service Letter is a design improvement, no parts or labor will be available for compliance.

Prices subject to change without notice.

Very truly yours,

GRUMMAN AMERICAN AVIATION CORPORATION

REB:jmz

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