

DATE: November 17, 1975

SUBJECT: FLAP BONDLINE INSPECTION

SERIALS AFFECTED: AA5-0600 thru AA5-0834, AA5A-0001 thru AA5A-0013, AA5A-0015 thru AA5A-0017, AA5B-0001 thru AA5B-0118, AA5B-0120, AA5B-0123, AA5B-0124 and AA5B-0132.

TIME OF COMPLIANCE: Within 25 hours of operation, or 60 days, whichever occurs first.

GENERAL

Field reports indicate that on some of the above aircraft serials affected, the flap trailing edge may be susceptible to partial bondline separation, if the upper and lower flap skins are not parallel in the area of the bondline.

The information contained below provides the instructions to inspect the bondline and specifies the repair that must be performed to those flaps that do not meet the inspection criteria.

INSPECTION/REPAIR (Refer to Figure 1)

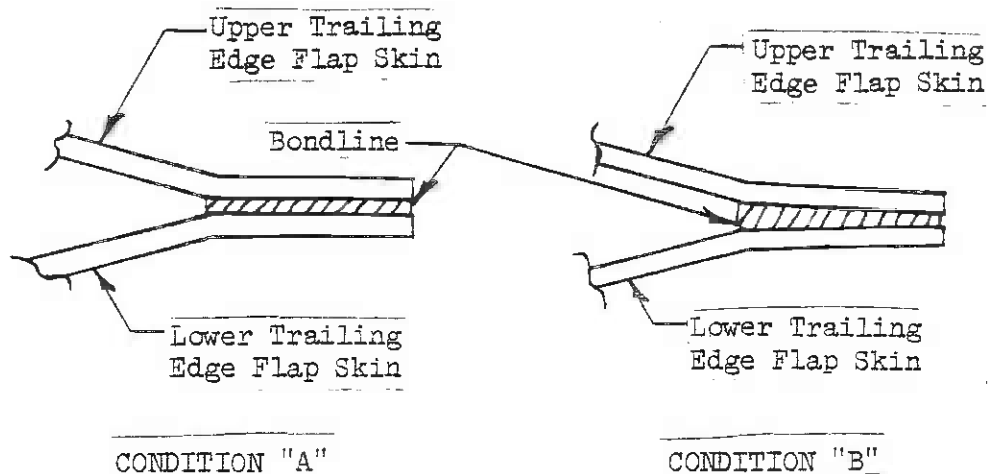


Figure 1. Flap Bondline Inspection

View the inboard and outboard edges of both flaps. If inspection shows condition "A"; i. e., upper and lower trailing edge flap skins are parallel, no further action is required. If inspection shows condition "B"; i. e., upper and lower trailing edge flap skins are not parallel, perform the inspection steps listed below:

1. Carefully scan the flap trailing edge in a well lighted hangar or outside in daylight to determine the existence of hairline cracks between the two layers of bonded metal. Identify the location of any cracks with a grease pencil.
2. Gently tap the bondline with a coin or similar metal object to verify the existence of a bondline separation. Slowly move along the bondline, while tapping, and listen for a change in tone as the suspect area is traversed. A bondline separation will produce a flat or hollow sound when "tapped" directly in the damaged area.
3. If the results are questionable, attempt to insert a .004" to .006" feeler gauge into the bondline to verify that a separation exists.
4. If the results of inspection steps "2" and "3" are negative, install two (2) NAS1097-AD3-2 Rivets in each affected flap as shown in Figure 2. If the results of either "2" or "3" are positive, order Service Kit No. SK-125 and make the repairs accordingly.

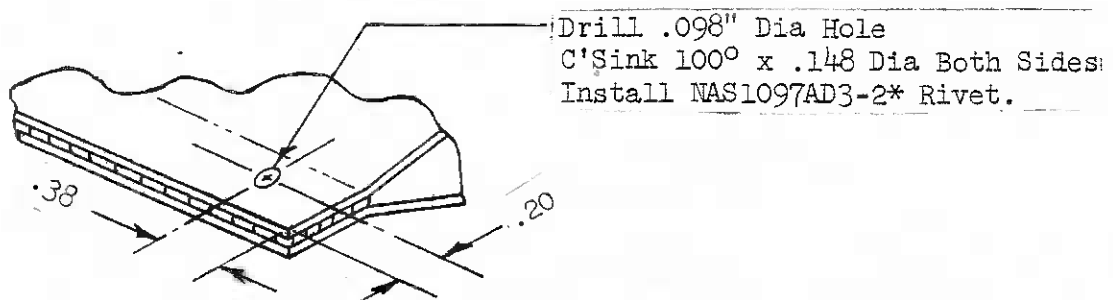


Figure 2. Rivet Installation  
(Typical, inboard and outboard edges of  
both flaps).

\* MS20426AD3-2 Rivet is alternate.

PARTS INFORMATION

<u>PART NUMBER</u>	<u>DESCRIPTION</u>	<u>KIT PRICE</u>
NAS1097AD3-2	Rivet	
SK-125	Bondline Repair Kit	\$20.14

CREDIT ALLOWANCE

A full parts and labor credit allowance of 1.0 hours per flap at the Dealer's prevailing shop rate, will be available for those aircraft that require incorporation of Service Kit No. SK-125.

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

Prices subject to change without notice.