

Airworthiness Directive

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

AD 49-11-02

Airworthiness Directives; Aeronca Model S7AC, 7AC, 7BCM, 11CC, S11AC, 11AC and 11BC Airplanes

PDF Copy (If Available):

▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

▼ Regulatory Information

49-11-02 AERONCA: Applies to Serial Numbers S7AC and 7AC-1 to 7AC-7170, Inclusive; 7BCM-1 to 7BCM-339, Inclusive; 11CC-1 to -150, Inclusive; and All S11AC, 11AC and 11BC Serial Numbers.

Compliance required at next periodic inspection but not later than May 1, 1949.

To prevent failure of the rear fuselage-wing attachment fitting, reinforcement is to be

accomplished by either of the following methods:

1. Cut on both sides of the rear spar fuselage carry through tube, at each end, a vertical slot 1/4 inch long. Insert a 5/8 inch by 0.083 (or heavier wall) 4130 steel, square or round tube having a minimum length of 2 1/2 inches and weld both sides of slot top and bottom of tube. Drill and ream bolt hole 0.250 plus or minus .001.

2. Insert in each rear spar fuselage wing attachment fitting, on both sides of airplane, a 5/8 inch by 0.083 (or heavier wall) 4130 steel tube having a minimum length of 4 5/8 inches. The insert tube should have a 0.250 plus or minus .001 hole drilled 9/16 inch from outer end of tube, and reamed prior to installation. Bolt insert tube in fitting, then drill two vertical 0.250 plus or minus .001 holes through the fuselage carry through tube and the insert tube at 3 and 4 inches, respectively, from end of fitting. Four AN 4-11A bolts and AN 365/428 nuts or equivalent are required to bolt in the two insert tubes.

3. Insert through the entire length of the rear spar fuselage carry through tube a 5/8 inch by 0.083 (or heavier wall) 4130 round or square tube. The insert tube should have a hole drilled and reamed 0.250 plus or minus .001, 9/16 inch from each end of the tube to line up with the original bolt holes. The insert tube should be secured to the fuselage carry through tube by means of one AN 4-11A bolt and AN 365-428 nut or equivalent through both tubes anywhere between the longerons (drill and ream 0.250, plus or minus .001) or by welding both ends of the tubes together.

Airplanes having the 5/8 inch by .065 reinforcement tube installed prior to the issuance of this revision need not change to the .083 wall tube. (Aeronca Service Helps and Hints No. 43 covers this same subject.)

This supersedes AD's 47-50-01 and 49-02-03.

▼ Footer Information

▼ Comments