

AIR WORTHINESS DIRECTIVES – AERONCA

DEPARTMENT OF COMMERCE CIVIL AERONAUTICS ADMINISTRATION WASHINGTON

Preserved by and Provided Courtesy of Bill Pancake

AIRWORTHINESS MAINTENANCE INSPECTION NOTES

IT IS THE OWNER'S RESPONSIBILITY TO MAINTAIN HIS AIRPLANE SO THAT IT IS ALWAYS IN AN AIRWORTHY CONDITION. COMPLIANCE WITH THE NOTES CONTAINED HEREIN IS CONSIDERED NECESSARY FOR PROPER MAINTENANCE.

This paper should be placed in your airplane of the above model with the airworthiness certificate or in the log book. The superseded issue (if any) may then be discarded. (In the case of Air Carriers, the NOTES may be kept at the operator's main base.)

An inspection or revision in accordance with these NOTES must be made at the next periodic inspection and, in the case of the "INSPECTION NOTES", at each subsequent periodic inspection or at the interval stated in the NOTE. "SPECIAL NOTES" need be complied with once only. The aircraft and engine mechanic making the periodic inspection must make an entry in the airplane (or engine) log book attesting to his inspection in compliance with these NOTES. (In the case of Air Carriers, compliance may be noted in the maintenance base records.)

The NOTES listed below are based on service experience and are forwarded in an endeavor to assist in maintaining the airworthiness of your airplane. In addition, recommendations contained in manufacturers' service bulletins not necessarily referred to in these notes should always be given careful consideration. If you have sold your airplane of the above noted model, please forward this list to the new owner.

AM-204, AERONCA. ATC 634 (K, KS). April 26, 1943.

SUPERSEDES AM-4

INSPECTION NOTE 1. (February 20, 1939)

Ascertain that the landing gear torsion links are not cracked on airplanes having serial Nos. K-2 to K-214, inclusive. In case the links are found to be defective, the following corrective methods are considered satisfactory:

1. Reinforce the original links.
2. Install new links from one piece of 3/32 inch SAE 4130 steel, reinforced at the large end by gussets of the same thickness and material.
3. Exchange the original landing gear for a factory rebuilt gear having heavier torsion links as described in the manufacturer's Service Bulletin dated January 13, 1939.

INSPECTION NOTE 2. (Deleted – April 26, 1943)

INSPECTION NOTE 3. (Deleted – April 26, 1943)

INSPECTION NOTE 4. (June 29, 1940)

Inspect aileron cable fairleads for unseating at the instrument panel. Loose fairleads should be appropriately anchored.

INSPECTION NOTE 5. (January 2, 1941)

Inspect the rudder cables and pulleys at the rear landing gear attachment station. Parts showing excessive wear should be replaced.

INSPECTION NOTE 6. (August 18, 1941)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position and also that the cork gasket between the glass bowl and screen is in serviceable condition.

INSPECTION NOTE 7. (April 26, 1943)

INSPECTION REQUIRED EACH 1000 HOURS AND REPLACEMENT AT EACH 1500 HOURS OF OPERATION.

Inspect all 3/32 in. cable used in the rudder and elevator systems at 1000 hours. At 1500 hours this cable should be replaced or a new section of cable spliced in those portions of the system which are subject to wear. The splice should be installed so that no portion of the splice comes closer than two inches to any fairlead or pulley and the connections should not be located at points where jamming may occur during any portion of the travel of either the loaded cable or the slack cable in the deflected position. Inspection of these cables should include a thorough examination for fraying or damage of the internal strands.

At the time of removal of the cable, pulleys which are excessively scarred or are grooved more than 1/32 in. deep should be replaced. (Aeronca Service Memorandum No. M-65 dated March 18, 1943, covers this same subject.)

*The following **NOTES** need be complied with once only.*

SPECIAL NOTE 1. (October 17, 1938; revised January 27, 1939, October 12, 1939, and September 17, 1941)

Inspect the crankshaft and exhaust valves and make the pertinent entries in the engine log book in accordance with Airworthiness Maintenance Bulletins Nos. 14 and 58.

SPECIAL NOTE 2. (August 15, 1939; revised May 1, 1940, and September 17, 1941)

Replace the cable guard and attachment in accordance with Airworthiness Maintenance Bulletin No. 25.

SPECIAL NOTE 3. (Deleted – April 26, 1943)

SPECIAL NOTE 4. (Deleted – April 26, 1943)

SPECIAL NOTE 5. (September 17, 1941)

Ascertain that staked-on fitting at the carburetor end of the throttle control has been examined for cracks and proper alignment in accordance with Aeronca Service Memorandum No. M-49.

SPECIAL NOTE 6. (May 20, 1942) (Applies only to airplanes equipped with Freedman-Burnham propeller)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance bulletin No. 69.

AM-207, AERONCA. ATC 596 (LA, LB). ATC 614 (LC, LCS). April 27, 1943.

SUPERSEDES AM-8.

INSPECTION NOTE 1. (August 18, 1941)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position and also that the cork gasket between the glass bowl and screen is in serviceable condition.

INSPECTION NOTE 2. (April 27, 1943)

INSPECTION REQUIRED EACH 1000 HOURS AND REPLACEMENT AT EACH 1500 HOURS OF OPERATION.

Inspect all 3/32 in. cable used in the rudder and elevator systems at 1000 hours. At 1500 hours this cable should be replaced or a new section of cable spliced in those portions of the system which are subject to wear. The splice should be installed so that no portion of the splice comes closer than two inches to any fairlead or pulley and the connections should not be located at points where jamming may occur during any portion of the travel of either the loaded cable or the slack cable in the deflected position. Inspection of these cables should include a thorough examination for fraying or damage of the internal strands.

At the time of removal of the cable, pulleys which are excessively scarred or are grooved more than 1/32 in. deep should be replaced. (Aeronca Service Memorandum No. M-64 dated March 18, 1943, covers this same subject.)

*The following **NOTES** need be complied with once only.*

SPECIAL NOTE 1. (May 20, 1942) (Applies only to airplanes equipped with Freedman-Burnham propeller)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance bulletin No. 69.

AM-208, AERONCA. ATC 351 (C-2, PC-2). April 27, 1943. SUPERSEDES AM-2.

INSPECTION NOTE 1. (January 3, 1938) (Applies to Model C-2 only)

Inspect elevator cables for wear in vicinity of pulleys located immediately behind the seat and beneath the baggage compartment. Cables showing signs of wear must be replaced.

INSPECTION NOTE 2. (January 3, 1938) (Applies to Model C-2 only)

Inspect all tripod landing gears for wear at various points in the landing gear. After raising the wheels off the ground, shake the landing gear vee and observe whether there is play at the attachment joints. Pay particular attention to the eyebolt which connects the oleo to the vee. Any bolts or fittings which are worn should be replaced.

INSPECTION NOTE 3. (August 18, 1941)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position and also that the cork gasket between the glass bowl and screen is in serviceable condition.

INSPECTION NOTE 4. (April 27, 1943)

INSPECTION REQUIRED EACH 1000 HOURS AND REPLACEMENT AT EACH 1500 HOURS OF OPERATION.

Inspect all 3/32 in. cable used in the rudder and elevator systems at 1000 hours. At 1500 hours this cable should be replaced or a new section of cable spliced in those portions of the system which are subject to wear. The splice should be installed so that no portion of the splice comes closer than two inches to any fairlead or pulley and the connections should not be located at points where jamming may occur during any portion of the travel of either the loaded cable or the slack cable in the deflected position. Inspection of these cables should include a thorough examination for fraying or damage of the internal strands.

At the time of removal of the cable, pulleys which are excessively scarred or are grooved more than 1/32 in. deep should be replaced. (Aeronca Service Memorandum No. M-69 dated April 8, 1943, covers this same subject.)

*The following **NOTES** need be complied with once only.*

SPECIAL NOTE 1. (May 20, 1942) (Applies only to airplanes equipped with Freedman-Burnham propeller)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance bulletin No. 69.

AM-209, AERONCA. ATC 396 (C-3, PC-3). April 27, 1943. SUPERSEDES AM-3.

INSPECTION NOTE 1. (January 3, 1938) (Applies to Model C-3 only)

Inspect elevator cables for wear in vicinity of pulleys located immediately behind the seat and beneath the baggage compartment. Cables showing signs of wear must be replaced.

INSPECTION NOTE 2. (January 3, 1938) (Applies to Model C-2 only)

Inspect all tripod landing gears for wear at various points in the landing gear. After raising the wheels off the ground, shake the landing gear vee and observe whether there is play at the attachment joints. Pay particular attention to the eyebolt which connects the oleo to the vee. Any bolts or fittings which are worn should be replaced.

INSPECTION NOTE 3. (August 18, 1941)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position and also that the cork gasket between the glass bowl and screen is in serviceable condition.

INSPECTION NOTE 4. (April 27, 1943)

INSPECTION REQUIRED EACH 1000 HOURS AND REPLACEMENT AT EACH 1500 HOURS OF OPERATION.

Inspect all 3/32 in. cable used in the rudder and elevator systems at 1000 hours. At 1500 hours this cable should be replaced or a new section of cable spliced in those portions of the system which are subject to wear. The splice should be installed so that no portion of the splice comes closer than two inches to any fairlead or pulley and the connections should not be located at points where jamming may occur during any portion of the travel of either the loaded cable or the slack cable in the deflected position. Inspection of these cables should include a thorough examination for fraying or damage of the internal strands.

At the time of removal of the cable, pulleys which are excessively scarred or are grooved more than 1/32 in. deep should be replaced. (Aeronca Service Memorandum No. M-69 dated April 8, 1943, covers this same subject.)

*The following **NOTES** need be complied with once only.*

SPECIAL NOTE 1. (October 17, 1938; revised January 27, 1939, October 12, 1939, and September 17, 1941)

Inspect the crankshaft and exhaust valves and makes the pertinent entries in the engine log book in accordance with Airworthiness Maintenance Bulletins Nos. 14 and 58.

SPECIAL NOTE 2. (January 20, 1940)

Replace the fuselage longeron chafing strip and inspect the elevator cables in accordance with Airworthiness Maintenance Bulletin 21.

SPECIAL NOTE 3. (Deleted – April 27, 1943)

SPECIAL NOTE 4. (Deleted – April 27, 1943)

SPECIAL NOTE 5. (May 20, 1942) (Applies only to airplanes equipped with Freedman-Burnham propeller)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance bulletin No. 69.

AD-257, AERONCA. TC 655 (CF, KC). December 1, 1943. SUPERSEDES AM-203.

INSPECTION NOTE 1. (June 29, 1940)

Inspect aileron cable fairleads for unseating at the instrument panel. Loose fairleads should be appropriately anchored.

INSPECTION NOTE 2. (January 2, 1941) (Applies to Model KC only)

Inspect rudder cables and pulleys at rear landing gear attachment station. Parts showing excessive wear must be replaced.

INSPECTION NOTE 3. (August 18, 1941)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position and also that the cork gasket between the glass bowl and screen is in serviceable condition.

INSPECTION NOTE 4. (April 26, 1943)

INSPECTION REQUIRED EACH 1000 HOURS AND REPLACEMENT AT EACH 1500 HOURS OF OPERATION.

Inspect all 3/32 in. cable used in the rudder and elevator systems at 1000 hours. At 1500 hours, this cable should be replaced or a new section of cable spliced in those portions of the system which are subject to wear. The splice should be installed so that no portion of the splice comes closer than two inches to any fairlead or pulley and the connections should not be located at points where jamming may occur during any portion of the travel of either the loaded cable or the slack cable in the deflected position. Inspection of these cables should include a thorough examination for fraying or damage of the internal strands.

At the time of removal of the cable, pulleys which are excessively scarred or are grooved more than 1/32 in. deep should be replaced. (Aeronca Service Memorandum No. M-65 dated March 18, 1943, covers this same subject.)

INSPECTION NOTE 5. (December 1, 1943)

INSPECTION REQUIRED EACH 25 HOURS OF OPERATION.

Inspect the streamline tubing of the axle struts for cracks at or adjacent to the weld at the lower end. Should cracks be noted, the strut should be replaced by a new axle strut obtained from the manufacturer. (Aeronca Service Memorandum No. M-47, dated August 1941 covers this same subject.)

*The following **NOTES** need be complied with once only.*

SPECIAL NOTE 1. (May 20, 1942) (Applies only to airplanes equipped with Freedman-Burnham propeller)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance Bulletin No. 69.

*The following **NOTE** was deleted September 1, 1942, and is reissued here for information.*

SPECIAL NOTE (Inspections on regular itinerary and subsequent annual inspections required – November 7, 1938)

Ascertain that inspection has been made and entry made in log book stating that the propeller hub has been thoroughly inspected at each regular 25 hour line inspection for cracks between the lightening holes at the rear flange. Hub need not be removed for this inspection. Hubs affected have $\frac{3}{4}$ in. diameter lightening holes and fillet at the base of the rear flange. Hubs in which cracks have been detected must be removed from service immediately.

*The following **Notes** were deleted April 26, 1943, and are reissued here for information.*

INSPECTION NOTE (April 6, 1939; revised May 15, 1939)

Inspect elevator tab in vicinity of tab horn attachment on bottom side for cracks. In case of defects, tab must be reinforced at this point or replaced.

INSPECTION NOTE (March 29, 1940)

Inspect aileron center hinges for cracking at bend line edges. Fittings with cracks less than 1/8 inch across section may be reworked with a rat-tail file. Those with longer cracks must be replaced with new parts.

SPECIAL NOTE (February 5, 1941) (Applies only to airplanes equipped with Federal SC-1 or SC-2 skis.)

Federal SC-1 or SC-2 skis must be reinforced by installation of reinforced channel in accordance with Federal Aircraft Works Service Letter No. 2. Federal Aircraft will supply material and instructions upon request.

SPECIAL NOTE (March 4, 1941)

Make an entry in the log book outlining the extent of the changes made to insure proper engine idling operation in compliance with Airworthiness Maintenance Bulletin No. 41.

*The following **Notes** are deleted, as of this date, from the section of active **Notes** above, but are listed in this section for information.*

SPECIAL NOTE (August 15, 1939; revised May 1, 1940 and September 17, 1941)

Replace the cable guard and attachment in accordance with Airworthiness Maintenance Bulletin No. 25.

SPECIAL NOTE (September 17, 1941)

Ascertain that staked-on fitting at the carburetor end of the throttle control has been examined for cracks and proper alignment in accordance with Aeronca Service Memorandum No. M-49.

AM-259, AERONCA. TC 676 (KM, 50-M). December 1, 1943. SUPERSEDES AM-206.

INSPECTION NOTE 1. (June 29, 1940)

Inspect aileron cable fairleads for unseating at the instrument panel. Loose fairleads should be appropriately anchored.

INSPECTION NOTE 2. (January 2, 1941)

Inspect rudder cables and pulleys at the rear landing gear attachment station. Parts showing excessive wear must be replaced.

INSPECTION NOTE 3. (August 18, 1941)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position; also that the cork gasket between the glass bowl and screen is in serviceable condition.

INSPECTION NOTE 4. (April 27, 1943)

INSPECTION REQUIRED EACH 1000 HOURS AND REPLACEMENT AT EACH 1500 HOURS OF OPERATION.

Inspect all $\frac{3}{32}$ in. cable used in the rudder and elevator systems at 1000 hours. At 1500 hours this cable should be replaced or a new section of cable spliced in those portions of the system which are subject to wear. The splice should be installed so that no portion of the splice comes closer than two inches to any fairlead or

pulley and the connections should not be located at points where jamming may occur during any portion of the travel of either the loaded cable or the slack cable in the deflected position. Inspection of these cables should include a thorough examination for fraying or damage of the internal strands.

At the time of removal of the cable, pulleys which are excessively scarred or are grooved more than 1/32 in. deep should be replaced. (Aeronca Service Memorandum No. M-66 dated March 18, 1943, covers this same subject.)

INSPECTION NOTE 5. (December 1, 1943)

INSPECTION REQUIRED EACH 25 HOURS OF OPERATION.

Inspect the streamline tubing of the axle struts for cracks at or adjacent to the weld at the lower end. Should cracks be noted, the strut should be replaced by a new axle strut obtained from the manufacturer. (Aeronca Service Memorandum No. M-47, dated August 1941 covers this same subject.)

*The following **NOTES** need be complied with once only.*

SPECIAL NOTE 1. (May 20, 1942) (Applies only to airplanes equipped with Freedman-Burnham propeller)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance bulletin No. 69.

*The following **Notes** were deleted April 27, 1943, and are reissued here for information.*

INSPECTION NOTE (April 6, 1939; revised May 15, 1939)

Inspect elevator tab in vicinity of tab horn attachment on bottom side for cracks. In case of defects, the tab must be reinforced at this point or replaced.

INSPECTION NOTE (March 29, 1940)

Inspect aileron center hinges for cracking at bend line edges. Fittings with cracks less than 1/8 inch across section may be reworked with a rat-tail file. Those with longer cracks must be replaced with new parts.

SPECIAL NOTE (February 5, 1941) (Applies only to airplanes equipped with Federal SC-1 or SC-2 skis.)

Federal SC-1 or SC-2 skis must be reinforced by installation of reinforced channel in accordance with Federal Aviation Works Service Letter No. 2. Federal Aircraft will supply material and instructions upon request.

SPECIAL NOTE (March 4, 1941)

Make an entry in the log book outlining the extent of the changes made to insure proper engine idling operation in compliance with Airworthiness Maintenance Bulletin No. 41.

*The following **Notes** are deleted, as of this date, from the section of active **Notes** above, but are listed in this section for information.*

SPECIAL NOTE (August 15, 1939; revised May 1, 1940 and September 17, 1941)

Replace the cable guard and attachment in accordance with Airworthiness Maintenance Bulletin No. 25.

SPECIAL NOTE (September 17, 1941) (Applies to Model KM only)

Ascertain that staked-on fitting at the carburetor end of the throttle control has been examined for cracks and proper alignment in accordance with Aeronca Service Memorandum No. M-49.

AM-272, AERONCA. TC 702 (50-L, 50-LA, 65-LA, 65-LB). January 24, 1944.

SUPERSEDES AM-211.

INSPECTION NOTE 1. (June 20, 1940) (Applies to all models except 65-LB)

Inspect aileron cable fairleads for unseating at the instrument panel. Loose fairleads should be appropriately anchored.

INSPECTION NOTE 2. (January 2, 1941) (Applies to all models except 65-LB)

Inspect rudder cables and pulleys at rear landing gear attachment station. Parts showing excessive wear must be replaced.

INSPECTION NOTE 3. (August 18, 1941; revised October 23, 1942) (Applies only to Models 65-LA and 65-LB)

INSPECTION REQUIRED AT EACH 50 AND 100 HOURS OF OPERATION.

On airplanes equipped with Lycoming O-145B and GO-145C Series engines of numbers from 1200 to 4800, inclusive, carefully inspect the crankcase for cracks, particularly at the Nos. 1 and 4 cylinder base fillets on the top of those cylinders near the stamped heat number, in accordance with Airworthiness Maintenance Bulletin No. 53 with the following exceptions:

1. The 100-hour inspections should now be extended to cover at least 1500 hours total engine time, and all inspections should be conducted with the aid of a magnifying glass.
2. These inspections need be conducted only on crankcase halves which bear the stamped heat number described above. (Lycoming Service Bulletin No. 104 dated April 25, 1941, covers this same subject)

INSPECTION NOTE 4. (August 18, 1941)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position and also that the cork gasket between the glass bowl and screen is in serviceable condition.

INSPECTION NOTE 5. (April 29, 1943)

INSPECTION REQUIRED EACH 1000 HOURS AND REPLACEMENT AT EACH 1500 HOURS OF OPERATION.

Inspect all 3/32 in. cable used in the rudder and elevator systems at 1000 hours. At 1500 hours this cable should be replaced or a new section of cable spliced in those portions of the system which are subject to wear. The splice should be installed so that no portion of the splice comes closer than two inches to any fairlead or pulley and the connections should not be located at points where jamming may occur during any portion of the travel of either the loaded cable or the slack cable in the deflected position. Inspection of these cables should include a thorough examination for fraying or damage of the internal strands.

At the time of removal of the cable, pulleys which are excessively scarred or are grooved more than 1/32 in. deep should be replaced. (Aeronca Service Memorandum No. M-66 dated March 18, 1943, covers this same subject.)

INSPECTION NOTE 6. (January 24, 1944) (Applies to all models except 65-LB)

INSPECTION REQUIRED EACH 25 HOURS OF OPERATION.

Inspect the streamline tubing of the axle struts for cracks at or adjacent to the weld at the lower end. Should cracks be noted, the strut should either be replaced or be repaired in accordance with CAM 18. (Aeronca Service Memorandum No. M-47, dated August 1941 covers this same subject.)

*The following **NOTES** need be complied with once only.*

SPECIAL NOTE 1 (August 15, 1939; revised May 1, 1940 and September 17, 1941) (Applies to all models except 65LB)

Replace the cable guard and attachment in accordance with Airworthiness Maintenance Bulletin No. 25.

SPECIAL NOTE 2 (September 17, 1941)

Ascertain that staked-on fitting at the carburetor end of the throttle control has been examined for cracks and proper alignment in accordance with Aeronca Service Memorandum No. M-49.

SPECIAL NOTE 3. (May 20, 1942) (Applies only to airplanes equipped with Freedman-Burnham propeller)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance Bulletin No. 69.

SPECIAL NOTE 4. (March 9, 1943) (Applies only to model 65-LB with serial Nos. 10010 to 18212 inclusive)

Remove the entire old exhaust system and replace with the improved type of exhaust system offered by the manufacturer. This includes a muffler, separate cabin and carburetor air heating muffs, braces, and flexible ducts. (Aeronca Service Memorandum M-56 dated April 29, 1942, covers this same subject)

SPECIAL NOTE 5. (June 7, 1943) (Applies only to model 65-LB with serial Nos. 10010 up to and including 18532, containing auxiliary fuel tank)

Inspect for and drain any fuel that has accumulated in the fuselage due to overflow from the auxiliary fuel tank cap vent; install an overflow trough and drain tube on the auxiliary fuel tank filler neck in accordance with Airworthiness Maintenance Bulletin No. 75. (Aeronca Service Memorandum M-63, dated April 28, 1943, also covers this subject.)

SPECIAL NOTE 6. (January 24, 1944) (Supplements SPECIAL NOTE 4 and applies only to model 65-LB, serial Nos. 10010 to 18212 inclusive)

Remove the short copper fuel line, attached to the fuel strainer, which was installed when the new exhaust system was installed in accordance with SPECIAL NOTE 4. Saw 7/8 in. off the flared end of this line and reinstall with a nipple (AC835-6), length of synthetic rubber hose (AN884-6-9) and two AC745-1A hose clamps. (Aeronca Service Memorandum M-72 dated August 25, 1943, covers this same subject.)

The following Notes which were deleted October 23, 1942, are now reinstated and shall be complied with.

INSPECTION NOTE. (April 6, 1939; revised May 15, 1939) (Applies to all models except 65-LB)

Inspect elevator tab in vicinity of tab horn attachment on bottom side for cracks. In case of defects, tab must be reinforced at this point or replaced.

INSPECTION NOTE. (March 29, 1940) (Applies to all models except 65-LB)

Inspect aileron center hinges for cracking at bend line edges. Fittings with cracks less than 1/8 inch across section may be reworked with a rat-tail file. Those with larger cracks must be replaced with new parts.

The following Notes which were deleted March 9, 1943, are now reinstated and shall be complied with.

SPECIAL NOTE. (January 2, 1941)

On aircraft equipped with Bendix-Scintilla SF4L-8, SF4L-9, SF4R-8 or SF4R-9 magnetos, replace the coil in accordance with Airworthiness Maintenance Bulletin No. 33.

SPECIAL NOTE. (February 5, 1941) (Applies only to airplanes equipped with Federal SC-1 or SC-2 skis)

Federal SC-1 or SC-2 skis must be reinforced by the installation of reinforced channel in accordance with Federal Aircraft Works Service Letter No. 2. Federal aircraft will supply material and instructions upon request.

SPECIAL NOTE. (March 4, 1941)

Make an entry in the log book outlining the extent of the changes made to insure proper engine idling operation in compliance with Airworthiness Maintenance Bulletin No. 41.

The following Note which was deleted March 9, 1943, is superseded by Special Note 4 above.

SPECIAL NOTE. (October 22, 1941; revised Nov. 24, 1941 and May 20, 1942)

Make the cabin heater inoperative and inspect the exhaust muffler in accordance with Airworthiness Maintenance Bulletin No. 60.

AM-296, AERONCA. TC 675 (KCA, 50-C, 65-C, 65-CA, S-50-C, S-65-C, S-65-CA). April 15, 1944. SUPERSEDES AD-271.

INSPECTION NOTE 1. (June 29, 1940) (Applies to all models except 65-CA and S-65-CA)

Inspect aileron cable fairleads for unseating at the instrument panel. Loose fairleads should be appropriately anchored.

INSPECTION NOTE 2. (August 7, 1940) (Applies only to models 65-C and S-65-C with Freedman-Burnham propeller)

INSPECTION REQUIRED EACH 10 HOURS OF OPERATION.

Inspect the Freedman-Burnham propeller blades models P-201-72 and P-201-70 for cracks and loose rivets after each 10 hours of operation and make the pertinent notations in the log book in accordance with Airworthiness Maintenance Bulletin No. 31.

INSPECTION NOTE 3. (January 2, 1941)

Inspect rudder cables and pulleys at rear landing gear attachment station. Parts showing excessive wear must be replaced.

INSPECTION NOTE 4. (August 18, 1941)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position and also that the cork gasket between the glass bowl and screen is in serviceable condition.

INSPECTION NOTE 5. (October 23, 1942; revised April 15, 1944) (Applies to all models except KCA, 50-C, and S-50-C)

Magnaflux all Continental model A-65 Series engine crankshafts manufactured prior to November 1941. The year of manufacture of the engine is indicated as the next to the last digit of the engine serial number. For example, in serial No. 623818 the (1) indicates 1941 as the year of manufacture. These crankshafts incorporate 1-3/16 – inch diameter instead of 1 – inch diameter crankpin lightening holes which are in all crankshafts manufactured subsequent to that date. In magnafluxing particular attention should be paid to the fillets of the No. 1 and 2 connecting rod journals. The inspection should be conducted as follows:

1. Before exceeding 300 hours of operation.
2. At once if the shaft has operated more than 300 hours since new and had had no magnaflux inspection.
3. At intervals not exceeding 500 hours after the first magnaflux inspection.

Any crankshaft manufactured prior to November 1941 should not be reground on the crankpins, but should be replaced as soon as practical with one manufactured subsequent to that date after which the above special inspections do not apply. (Continental Service Bulletin No. M42-7 dated October 13, 1942, partially covers this same subject.)

INSPECTION NOTE 6. (April 29, 1943)

INSPECTION REQUIRED EACH 1000 HOURS AND REPLACEMENT AT EACH 1500 HOURS OF OPERATION.

Inspect all 3/32 in. cable used in the rudder and elevator systems at 1000 hours. At 1500 hours this cable should be replaced or a new section of cable spliced in those portions of the system which are subject to wear. The splice should be installed so that no portion of the splice comes closer than two inches to any fairlead or pulley and the connections should not be located at points where jamming may occur during any portion of the travel of either the loaded cable or the slack cable in deflected position. Inspection of these cables should include a thorough examination for fraying or damage of the internal strands.

At the time of removal of the cable, pulleys which are excessively scarred or are grooved more than 1/32 – inch deep should be replaced.

(Aeronca Service Memorandum No. M-66, dated March 18, 1943, covers this same subject.)

INSPECTION NOTE 7. (January 24, 1944) (Applies to models KCA, 50-C, and 65-C only)

INSPECTION REQUIRED EACH 25 HOURS OF OPERATION.

Inspect the streamline tubing of the axle struts for cracks at or adjacent to the weld at the lower end. Should cracks be noted, the strut should either be replaced or repaired in accordance with CAM 18. (Aeronca Service Memorandum No. M-47 dated August 1941, covers this same subject.)

*The following **NOTES** need be complied with once only.*

SPECIAL NOTE 1 (August 15, 1939; revised May 1, 1940 and September 17, 1941) (Applies to all models listed except 65-CA and S-65-CA)

Replace the cable guard and attachment in accordance with Airworthiness Maintenance Bulletin No. 25.

SPECIAL NOTE 2 (June 17, 1941)

Install the stainless steel oil filler cap spring (Continental Part No. 22060) in accordance with Continental Service Bulletin No. 40-3. Applies only to the following engines:

Engine Model	Engine Serial Nos.
A-50 Series	Up to 1332, inclusive
A-65 Series	Up to 4304, inclusive

And all fuel injection models.

SPECIAL NOTE 3. (Sept. 17, 1941) (Applies to all models except 65-CA and S-65-CA)

Ascertain that staked-on fitting at the carburetor end of the throttle control has been examined for cracks and proper alignment in accordance with Aeronca Service Memorandum M-49.

SPECIAL NOTE 4. (September 17, 1941)

Ascertain that the complete engine model designation is shown on the name plate (i.e. A-65-8) in accordance with Continental Service Bulletin No. 41-12, as the series designation was omitted on some of the following engines:

A-50 Up to Serial No. 139819, inclusive

A-65 Up to Serial No. 1089618, inclusive

SPECIAL NOTE 5. (May 20, 1942) (Applies only to models 65-CA and S-65-CA, serial Nos. up to and including 18212)

Remove the entire old exhaust system and replace with the improved type of exhaust system offered by the manufacturer. This includes a muffler, separate cabin and carburetor air preheating muffers, braces and flexible ducts. (Aeronca Service Memorandum M-55, dated March 7, 1942, and Airworthiness Maintenance Bulletin No. 66, dated April 10, 1942, cover this same subject.)

SPECIAL NOTE 6. (May 20, 1942) (Applies only to airplanes equipped with Freedman-Burnham propeller)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance Bulletin No. 69.

SPECIAL NOTE 7. (June 7, 1943) (Applies only to models 65-CA and S-65-CA, serial Nos. 10010 up to and including 18532, containing auxiliary fuel tank)

Inspect for and drain any fuel that has accumulated in the fuselage due to overflow from the auxiliary fuel tank cap vent; install an overflow through and drain tube on the auxiliary fuel tank filler neck in accordance with Airworthiness Maintenance Bulletin No. 75. (Aeronca Service Memorandum M-63, dated April 28, 1943, covers this same subject.)

SPECIAL NOTE 8. (January 24, 1944) (Supplements SPECIAL NOTE 5 and applies only to models 65-CA and S-65-CA, serial Nos. 10010 to 18532, incl.)

Remove the short copper fuel lines, attached to the fuel strainer, which was installed when the new exhaust system was installed in accordance with SPECIAL NOTE 5. Saw 7/8 inch off the flared end of this line and reinstall with a nipple (AC835-6), length of synthetic rubber hose (AN884-6-9) and two AC745-1A hose clamps. (Aeronca Service Memorandum M-72, dated August 25, 1943, covers this same subject.)

The following Notes which were deleted October 23, 19423, are now reinstated and shall be complied with.

INSPECTION NOTE. (April 6, 1939; revised May 15, 1939) (Applies to all models except 65-CA and S-65-CA)

Inspect elevator tab in vicinity of tab horn attachment on bottom side for cracks. In case of defects, tab must be reinforced at this point or replaced.

INSPECTION NOTE. (March 29, 1940) (Applies to all models except 65-CA and S-65-CA)

Inspect aileron center hinges for cracking at bend line edges. Fittings with cracks less than 1/8 inch across section may be reworked with a rat-tail file. Those with larger cracks must be replaced with new parts.

The following Notes which were deleted April 29, 1943, are now reinstated and shall be complied with.

SPECIAL NOTE. (January 2, 1941)

On aircraft equipped with Bendix-Scintilla SF4L-8, SF4L-9, SF4R-8 or SF4R-9 magnetos, replace the coil in accordance with Airworthiness Maintenance Bulletin No. 33.

SPECIAL NOTE. (February 5, 1941) (Applies only to models KCA, 50-C, 65-C, 65-CA equipped with Federal SC-1 or SC-2 skis)

Federal SC-1 or SC-2 skis must be reinforced by the installation of reinforced channel in accordance with Federal Aircraft Works Service Letter No. 2. Federal aircraft will supply material and instructions upon request.

SPECIAL NOTE. (March 4, 1941)

Make an entry in the log book outlining the extent of the changes made to insure proper engine idling operation in compliance with Airworthiness Maintenance Bulletin No. 41.

AM-324, AERONCA. TC 688 (KF, 50-F, S-50-F). June 1, 1944. SUPERSEDES AD-258.

INSPECTION NOTE 1. (June 29, 1940)

Inspect aileron cable fairleads for unseating at the instrument panel. Loose fairleads should be appropriately anchored.

INSPECTION NOTE 2. (January 2, 1941)

Inspect rudder cables and pulleys at rear landing gear attachment station. Parts showing excessive wear must be replaced.

INSPECTION NOTE 3. (August 18, 1941)

Inspect the crankcase in accordance with Airworthiness Maintenance Bulletin No. 55.

INSPECTION NOTE 4. (August 18, 1941)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position and also that the cork gasket between the glass bowl and screen is in serviceable condition.

INSPECTION NOTE 5. (April 26, 1943)

INSPECTION REQUIRED EACH 1000 HOURS AND REPLACEMENT AT EACH 1500 HOURS OF OPERATION.

Inspect all 3/32 in. cable used in the rudder and elevator systems at 1000 hours. At 1500 hours this cable should be replaced or a new section of cable spliced in those portions of the system which are subject to wear. The splice should be installed so that no portion of the splice comes closer than two inches to any fairlead or pulley and the connections should not be located at points where jamming may occur during any portion of the travel of either the loaded cable or the slack cable in deflected position. Inspection of these cables should include a thorough examination for fraying or damage of the internal strands.

At the time of removal of the cable, pulleys which are excessively scarred or are grooved more than 1/32 – inch deep should be replaced. (Aeronca Service Memorandum No. M-66, dated March 18, 1943, covers this same subject.)

INSPECTION NOTE 6. (December 1, 1943; revised June 1, 1944) (Applies only to Models KF, 50-F)

INSPECTION REQUIRED EACH 25 HOURS OF OPERATION.

Inspect the streamline tubing of the axle struts for cracks at or adjacent to the weld at the lower end. Should cracks be noted, the strut should either be replaced or repaired in accordance with CAM 18. (Aeronca Service Memorandum No. M-47 dated August 1941, covers this same subject.)

*The following **NOTES** need be complied with once only.*

SPECIAL NOTE 1 (May 20, 1942) (Applies only to airplanes equipped with Freedman-Burnham propeller)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance bulletin No. 69.

SPECIAL NOTE 2 (June 1, 1944)

Shot blast the cheeks and crankpin fillets on the crankshafts of all Franklin 4AC-150 Series 50 engines. This should be accomplished at the next major overhaul. All shot blasting should be done by the engine manufacturer or in accordance with the manufacturer's instructions. All shafts which have been in the factory since December 15, 1943, have been shot blasted. (Aircooled Motors Bulletin No. 24, covers this same subject.)

*The following **Notes** which were deleted October 26, 1943, are now reinstated and shall be complied with.*

INSPECTION NOTE. (April 6, 1939; revised May 15, 1939)

Inspect elevator tab in vicinity of tab horn attachment on bottom side for cracks. In case of defects, tab must be reinforced at this point or replaced.

INSPECTION NOTE. (March 29, 1940)

Inspect aileron center hinges for cracking at bend line edges. Fittings with cracks less than 1/8 inch across section may be reworked with a rat-tail file. Those with larger cracks must be replaced with new parts.

SPECIAL NOTE. (January 2, 1941)

On aircraft equipped with Bendix-Scintilla SF4L-8, SF4L-9, SF4R-8 or SF4R-9 magnetos, replace the coil in accordance with Airworthiness Maintenance Bulletin No. 33.

SPECIAL NOTE. (February 5, 1941) (Applies only to Models KF and 50-F equipped with Federal SC-1 or SC-2 skis)

Federal SC-1 or SC-2 skis must be reinforced by the installation of reinforced channel in accordance with Federal Aircraft Works Service Letter No. 2. Federal aircraft will supply material and instructions upon request.

SPECIAL NOTE. (March 4, 1941)

Make an entry in the log book outlining the extent of the changes made to insure proper engine idling operation in compliance with Airworthiness Maintenance Bulletin No. 41.

The following Notes which were deleted December 1, 1943, are now reinstated and shall be complied with.

SPECIAL NOTE (August 15, 1939; revised May 1, 1940 and September 17, 1941)

Replace the cable guard and attachment in accordance with Airworthiness Maintenance Bulletin No. 25.

SPECIAL NOTE (September 17, 1941)

Ascertain that staked-on fitting at the carburetor end of the throttle control has been examined for cracks and proper alignment in accordance with Aeronca Service Memorandum No. M-49.

AM-325, AERONCA. TC 728 (50-TC, 65-TC, 60-TF, 65-TF, 50-TL, 65-TL, 65-TAC, 65-TAF, 65-TAL). June 1, 1944. SUPERSEDES AD-293.

INSPECTION NOTE 1. (August 1, 1940) (Applies only to model 65-TC airplane equipped with Freedman-Burnham propeller)

INSPECTION REQUIRED EACH 10 HOURS OF OPERATION.

Inspect the Freedman-Burnham propeller blades models P-201-72 and P-201-70 for cracks and loose rivets after each 10 hours of operation in accordance with Airworthiness Maintenance Bulletin No. 31.

INSPECTION NOTE 2. (August 18, 1941; revised October 23, 1942) (Applies only to Models 65-TL and 65-TAL)

INSPECTION REQUIRED AT EACH 50 AND 100 HOURS OF OPERATION.

On airplanes equipped with Lycoming O-145B and GO-145C series engines of numbers from 1200 to 4800 inclusive, carefully inspect the crankcase for cracks, particularly at the Nos. 1 and 4 cylinder base fillets on the top of those cylinders near the stamped heat number, in accordance with Airworthiness Maintenance Bulletin No. 53 with the following exceptions:

1. The 100 hour inspections should now be extended to cover at least 1500 hours total engine time and all inspections should be conducted with the aid of a magnifying glass.
2. These inspections need be conducted only on crankcase halves which bear the stamped heat number described above.

(Lycoming Service Bulletin No. 104 dated April 25, 1941, covers this same subject)

INSPECTION NOTE 3. (August 18, 1941) (Applies only to model 65-TF)

Inspect the crankcase as instructed in Airworthiness Maintenance Bulletin No. 55.

INSPECTION NOTE 4. (August 18, 1941) (Applies to all models except 65-TAC, 65-TAF and 65-TAL)

Ascertain that the adjusting nut located at the bottom of the glass bowl of the fuel strainer is positively safetied in position and also that the cork gasket between the glass bowl and screen is in serviceable condition.

INSPECTION NOTE 5. (October 22, 1941; revised November 24, 1941 and June 25, 1943) (Applies to all models except 65-TAC, 65-TAF and 65-TAL)

INSPECTION REQUIRED IMMEDIATELY AND AT EACH 100 HOURS OF OPERATION THEREAFTER.

Inspect the joints at the front and rear ends of the lower left window channel in the fuselage for cracks in the weld or adjacent structure. If cracks are found, repairs should be made by gusseting both ends of the channel

with 1025 steel sheet, .05 in. thick. Prior to gusseting the rear end of the channel it should be freed from the tube to which it is attached and 1-1/4 inches of the tube should be cut out at location where channel was attached. A splice tube, 3/4" x .049" x 4-1/4", should be placed over the ends of the cut tube and welded in place after which the channel, gusset and support tube should be welded to the splice tube. (Aeronca Service Memorandum M-70, dated June 14, 1943, which supersedes Memorandum M-53, dated November, 1941, covers this same subject.)

INSPECTION NOTE 6. (October 23, 1942; revised March 28, 1944) (Applies only to models 65-TC, and 65-TAC)

Magnaflux all Continental model A-65 Series engine crankshafts manufactured prior to November 1941. The year of manufacture of the engine is indicated as the next to last digit of the engine serial number. For example, in serial No. 623818 the (1) indicates 1941 as the year of manufacture. These crankshafts incorporate 1-3/16 – inch diameter instead of 1 – inch diameter crankpin lightening holes which are in all crankshafts manufactured subsequent to that date. In magnafluxing, particular attention should be paid to the fillets of the Nos. 1 and 2 connecting rod journals. The inspection should be conducted as follows:

1. Before exceeding 300 hours of operation.
2. At once if the shaft has operated more than 300 hours since new and has had no magnaflux inspection.
3. At intervals not exceeding 500 hours after the first magnaflux inspection.

Any crankshaft manufactured prior to November 1941 should not be reground on the crankpins, but should be replaced as soon as practical with one manufactured subsequent to that date after which the above special inspections do not apply. (Continental Service Bulletin No. M42-7, dated October 13, 1942, partially covers this same subject.)

INSPECTION NOTE 7. (April 29, 1943)

INSPECTION REQUIRED EACH 1000 HOURS AND REPLACEMENT AT EACH 1500 HOURS OF OPERATION.

Inspect all 3/32-in cable used in the rudder and elevator systems at 1000 hours. At 1500 hours this cable should be replaced or a new section of cable spliced in those portions of the system which are subject to wear. The splice should be installed so that no portion of the splice comes closer than two inches to any fairlead or pulley and the connections should not be located at points where jamming may occur during any portion of the travel of either the loaded cable or the slack cable in the deflected position. Inspection of these cables should include a thorough examination for fraying or damage of the internal strands.

At the time of removal of the cable, pulleys which are excessively scarred or are grooved more than 1/32 in. deep should be replaced.

(Aeronca Service Memorandums No. M-67, dated March 18, 1943, for T series, and No. M-68, dated March 26, 1943, for TA series, covers this same subject.)

INSPECTION NOTE 8. (January 26, 1944; revised March 28, 1944) (Applies only to models 65-TAC, 65-TAF and 65-TAL)

A. Inspect the wing panels for:

- (1) Bowing of Upper rib capstrips.
- (2) Bowing of plywood root ribs.
- (3) Peeling and loosening of fiber gussets.
- (4) Shrinking of the spars, causing loosening of the rib-spar attachments.
- (5) Cracking of the spar butt ends (under severe drying conditions).

B. Of the above possible defects (1) and (3) are the most prevalent. Bowed capstrips (1) should be replaced or repaired if any one or more of the following conditions exists:

- (1) The capstrips are bowed down more than 3/64 in. from a straight edge laid over two adjacent high points.
- (2) Gussets and rib diagonals are warped or loose.
- (3) More than two ribs in any panel are defective.

C. If repairs are required, (1) the ribs may be replaced by new ribs; (2) by splicing in a new capstrip section (using at least a 10 to 1 scarf joint) and continuous 1/16-in. mahogany plywood gussets on both sides of the rib; (3) or, by installation of continuous plywood mahogany gussets, 1/16-in. thick along both sides of the rib capstrip between the front and rear spars. The continuous gussets should be shaped to fit the external contour of the airfoil section. All loose fiber gussets should be replaced by 1/16 plywood gussets of the same shape and size. Rib-spar attachment joints which have loosened up due to shrinkage of the spar should be repaired by gluing in shim blocks or corner blocks. Gaps of 1/32 in. or less need not be repaired or glued. (Note: The ribs on this airplane are not glued to the spars during manufacture, consequently the mere lack of glue at the attachments is not indicative of a loose joint.) Defective spar butts should be repaired by splicing on a new end in accordance with CAM 18 (or by installing a new spar), if the cracks extend more than 7/8 in. from the butt end; or, the cracks are in line with the bolt holes; or, the bearing plates are cracked. (Aeronca Service Memorandum M-74, dated either December 16, 1943 or January 11, 1944, covers this same subject.)

INSPECTION NOTE 9. (June 1, 1944) (Applies only to models 65-TF, and 65-TAF)

Inspect the external copper oil lines near the end fittings on Franklin 4AC-176 Series engines for cracks resulting from vibration. If oil line support clamps have not been used on your engine, inspection should be conducted at first opportunity and oil lines should be annealed or replaced, and clamps should be installed. If clamps are already installed, the oil lines should either be annealed or replaced at each overhaul. (These difficulties are also discussed in Aircooled Motors Bulletin No. 20.)

INSPECTION NOTE 10. (June 1, 1944) (Applies only to models 65-TF, and 65-TAF)

Ascertain that the proper valve spring and washer assemblies are installed in Franklin 4AC-176-Series engines to preclude valve rocker breakage from spring bottoming and interference between the spring damper and upper washer. This inspection should be accomplished at the first opportunity and whenever any valve spring assemblies are replaced or interchanged. For the cylinder head with 25/32 inch deep spring recess, use washer No. 10730 and spring No. 10188, and shorten the damper prongs 1/8 inch. For the 27/32 inch recess, use either the above parts with two spring spacers, or washer No. 10825 and spring No. 10824. (Rocker difficulties are also discussed in Aircooled Motors Bulletin No. 23.)

*The following **NOTES** need be complied with once only.*

SPECIAL NOTE 1. (September 17, 1941) (Applies only to models 50-TC and 65-TC)

Ascertain that the complete engine model designation is shown on the nameplate (i.e., A-65-8) in accordance with Continental Service Bulletin No. 41-12, as the series designation was omitted on some of the following engines:

- A-50 Up to serial No. 139819, inclusive
- A-65 Up to serial No. 1089618, inclusive

SPECIAL NOTE 2. (March 7, 1942) (Applies only to model 65-TAL of serial Nos. listed below)

Alter the engine compartment cowling by adding air discharge duct No. 3-302, cowling reinforcement No. 2-446, and engine baffle No. 2-481 on aircraft with the following serial Nos.:

1021	1201	1291	1381	1671	1851	1971	2061	2211	2481
1031	1211	1301	1411	1711	1871	2001	2091	2251	2631
1041	1221	1311	1421	1761	1901	2021	2121	2261	2701
1061	1271	1331	1441	1821	1911	2031	2131	2411	2711
1161	1281	1341	1541	1831	1931	2011	2201	2441	2821

(Aeronca Service Memorandum M-54, dated Feb. 12, 1942, covers this same subject.)

SPECIAL NOTE 3. (May 20, 1942; revised Feb. 25, 1943) (Applies only to models 65-TAC, 65-TAL and 65-TAF with serial Nos. 1011TA to 3132TA inclusive)

Remove the entire old exhaust system and replace with the improved type of exhaust system offered by the manufacturer. This includes a muffler, separate cabin and carburetor air heating muffers, braces, and flexible ducts.

(This same subject is covered in the following bulletins:

65-TAC	Airworthy Maintenance Bulletin No. 66, dated April 10, 1942, and Aeronca Service Memorandum M-55, dated March 7, 1942
65-TAL	Aeronca Service Memorandum M-56, dated April 29, 1942
65-TAF	Aeronca Service Memorandum M-57, dated April 21, 1942)

SPECIAL NOTE 4. (May 20, 1942) (Applies only to airplanes equipped with Freedman-Burnham propeller)

Inspect the Freedman-Burnham propeller hub in accordance with Airworthiness Maintenance Bulletin No. 69.

SPECIAL NOTE 5. (February 25, 1943) (Applies to models and serial Nos. listed below)

Model	Serial Nos.	Model	Serial Nos.
60-TF	F10131T	65-TAC	C1071TA and up
65-TC	C9861T and up	65-TAF	F1051TA and up
65-TF	F9801T and up	65-TAL	L1021TA and up
65-TL	L9791T and up		

Examine the flexible fuel lines on all aircraft of the models and serial Nos. listed to determine whether the code marking (representing the month and year of manufacture) indicates that the hose was made during the period from May 1941 to August 1942. The code mark will be found on one of the end fittings of the flexible fuel line hose. If the code mark is between 5-41 and 8-42 inclusive, the hose should be replaced by hose obtainable from Aeronca. (Aeronca Service Memorandum M-62 dated December 7, 1942, covers this same subject.)

SPECIAL NOTE 6. (June 1, 1944) (Applies only to models 65-TF and 65-TAF)

Shot blast the cheeks and crankpin fillets on the crankshafts of all Franklin 4AC-176 Series engines. This should be accomplished as soon as practicable on shafts which incorporate crankpin fillets smaller than 1/8 inch in radius, and on other shafts at the regular major overhaul. All shot blasting should be done by the engine manufacturer or in accordance with the manufacturer's instructions. All shafts which have been in the factory since December 15, 1943, have been shot blasted. (Aircooled Motors Bulletin No. 24, covers this same subject.)

SPECIAL NOTE 7. (June 1, 1944) (Applies only to Model 60-TF)

Shot blast the cheeks and crankpin fillets on the crankshafts of all Franklin 4AC-150 Series A engines. This should be accomplished at the next major overhaul. All shots blasting should be done by the engine manufacturer or in accordance with the manufacturer's instructions. All shafts which have been in the factory since December 15, 1943, have been shot blasted. (Aircooled Motors Bulletin No. 24, covers this same subject.)

The following Note which was deleted October 23, 1942, is now reinstated and shall be complied with.

SPECIAL NOTE. (October 17, 1940) (Applies to models except 65-TAC, 65-TAF and 65-TAL)

On serial Nos. 1010T to 2959T inclusive, ascertain that windshield brace member has been bent forward and clamped to fuselage cross tube in accordance with manufacturer's service memorandum No. M-39.

The following Notes which were deleted February 25, 1943, are now reinstated and shall be complied with.

SPECIAL NOTE. (January 2, 1941) (Applies only to models except 50-TC, 65-TC, 60-TF, 65-TL and 65-TAC)

On aircraft equipped with Bendix-Scintilla SF4L-8, SF4L-9, SF4R-8 or SF4R-9 magnetos, replace the coil in accordance with Airworthiness Maintenance Bulletin No. 33.

SPECIAL NOTE. (March 4, 1941) (Applies to models except 65-TAC, 65-TAF and 65-TAL)

Make an entry in the log book outlining the extent of the changes made to insure proper engine idling operation in compliance with Airworthiness Maintenance Bulletin No. 41.

The following Note which was deleted February 25, 1943, was superseded by Special Note 3.

SPECIAL NOTE. (October 27, 1941; revised Nov. 24, 1941 and May 20, 1942) (Applies only to models 65-TAF, and 65-TAL of serial Nos. 1011TA and up)

Make the cabin heater inoperative and inspect the exhaust muffler in accordance with Airworthiness Maintenance Bulletin No. 60.

The following Note which was deleted February 25, 1943, does not apply to any of these models.

SPECIAL NOTE. (December 3, 1942)

Install the aluminum rim type cam gear to replace the all-celoron type cam gear before 500 hours service time has been accumulated on the latter type gear. Aircooled Motors Corporation Service Bulletin No. 21 requests replacement.

The following Notes which were deleted June 28, 1943, are now reinstated and shall be complied with.

SPECIAL NOTE. (June 17, 1941) (Applies to all Models except 65-TAC, 65-TAF and 65-TAL)

Install the aileron cable turnbuckle guard in accordance with manufacturer's Service Bulletin M-44.

SPECIAL NOTE. (June 17, 1941) (Applies to all Models except 65-TAC, 65-TAF and 65-TAL)

Install revised brake pedals in accordance with manufacturer's Service Bulletin M-43.

SPECIAL NOTE. (June 17, 1941) (Applies only to models 50-TC and 65-TC)

Install the stainless steel oil filler cap spring (Continental Part No. 22060) on the following engines in accordance with Continental Service Bulletin No. 40-3:

Engine Model	Engine Serial No.
A-50 Series	Up to 1332, inclusive
A-65 Series	Up to 4304, inclusive
And all fuel injection engines.	

**AM-364, AERONCA. TC 751 (O-58A [Army L-3A], O-58B [Army L-3B, L-3C], SO-58B).
July 10, 1945.**

SUPERSEDES AD-294.

INSPECTION NOTE 1. (January 26, 1941)

INSPECTION REQUIRED EACH 1000 HOURS AND REPLACEMENT AT EACH 1500 HOURS OF OPERATION.

Inspect all 3/32-in. cable used in the rudder and elevator systems at 1000 hours. At 1500 hours this cable should be replaced or a new section of cable spliced in those portions of the system which are subject to wear. The splice should be installed so that no portion of the splice comes closer than two inches to any fairlead or pulley and the connections should not be located at points where jamming may occur during any portion of the travel of either the loaded cable or the slack cable in deflected position. Inspection of these cables should include a thorough examination for fraying or damage of the internal strands.

At the time of removal of the cable, pulleys which are excessively scarred or are grooved more than 1/32 in. deep should be replaced.

(Aeronca Service Memorandum No. SB-9, dated March 26, 1943, covers this same subject.)

INSPECTION NOTE 2. (January 26, 1944; revised March 28, 1944)

- A. Inspect the wing panels for:
 - 1. Bowing of Upper rib capstrips.
 - 2. Bowing of plywood root ribs.
 - 3. Peeling and loosening of fiber gussets.

4. Shrinkage of the spars, causing loosening of the rib-spar attachments.
 5. Cracking of the spar butt ends (under severe drying conditions).
- B. Of the above possible defects (1) and (3) are the most prevalent. Bowed capstrips (1) should be replaced or repaired if any one or more of the following conditions exists:
1. The capstrips are bowed down more than 3/64 in. from a straight edge laid over two adjacent high points.
 2. Gussets and rib diagonals are warped or loose.
 3. More than two ribs in any panel are defective.
- C. If repairs are required, (1) the ribs may be replaced by new ribs; (2) by splicing in a new capstrip section (using at least a 10 to 1 scarf joint) and continuous 1/16-in. mahogany plywood gussets on both sides of the rib; or, (3) by installation of continuous plywood mahogany gussets, 1/16-in. thick along both sides of the rib capstrip between the front and rear spars. The continuous gussets should be shaped to fit the external contour of the airfoil section.
- All loose fiber gussets should be replaced by 1/16-in. plywood gussets of the same shape and size. Rib-spar attachment joints which have loosened up due to shrinkage of the spar should be repaired by gluing in shim blocks or corner blocks. Gaps of 1/32 in. or less need not be repaired or glued. (Note: The ribs on this airplane are not glued to the spars during manufacture, consequently the mere lack of glue at the attachments is not indicative of a loose joint.) Defective spar butts should be repaired by splicing on a new end in accordance with CAM 18 (or by installing a new spar), if the cracks extend more than 7/8 in. from the butt end; or, the cracks are in line with the bolt holes; or, the bearing plates are cracked. (Aeronca Service Memorandum M-74, dated either December 16, 1943 or January 11, 1944, covers this same subject.)

*The following **NOTE** need be complied with once only.*

SPECIAL NOTE 1. (January 26, 1944, revised July 10, 1945) (Applies to manufacturer's serial Nos. 7793 to 7812 inclusive (AAF Nos. 42-7793 to 42-7812 inclusive); C3172TA to C4012TA inclusive, and O58B1012 and up (AAF Nos. 42-14713 to 42-14797 inclusive, 42-36075 to 42-36324 inclusive, 42-38458 to 42-38497 inclusive, and 43-1471 to 43-1720 inclusive)

Examine the flexible fuel lines on all aircraft of the models and serial Nos. listed to determine whether the code marking (representing the month and year of manufacture) indicates that the hose was made during the period from May 1941 to August 1942. The code mark will be found on one of the end fittings of the flexible fuel line hose. If the code mark is between 5-41 and 8-42 inclusive, the hose should be replaced by hose obtainable from Aeronca. (Aeronca Service Bulletin SB-8, dated December 28, 1942, or M-62 Revision "A" dated March 15, 1945, covers this same subject.)

A. A. Vollmecke
Chief, Aircraft Engineering Division