

SERVICE LETTER NO. 70-1

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DATE: March 9, 1970
TO: Owners and Operators of Yankee Aircraft
SUBJECT: Canopy Attach Screw Inspection
MODELS AFFECTED: AA1-0001 through AA1-0302
TIME OF COMPLIANCE: As soon as possible but no later than the next scheduled inspection.

Field reports indicate that on certain aircraft, the two screws that attach the lower forward corners of the canopy to the bow and canopy tracks may not be of sufficient length to engage the locking portion of the nuts inside the tracks. This may result in the screws vibrating out and possible cracks developing in the canopy.

To insure the integrity of the canopy attachment, the two lower forward screws should be checked for proper thread engagement as soon as possible but no later than the next scheduled inspection.

If improper thread engagement is found, the screws should be replaced with longer AN526-1032 screws. Screws should not be so long as to interfere with the canopy operation by contacting the fixed portion of the track assembly. Washers may be added under the heads of the screws as necessary.

NOTE: On Aircraft Serial No. AA1-0001 through AA1-0189, the forward screws are retained by MS20364-1032 nuts which are accessible by bending the canopy stops inboard and sliding the canopy aft past the stops to expose the nuts. Aircraft AA1-0190 and up use Essna 22ND8-02 spine nuts which are staked into the canopy tracks. Access to these nuts should not be required unless they are damaged and must be replaced.

Aircraft Serial No. AA1-0303 and up have AN526-1032R12 screws and AN960-10 washers installed at the factory in this location and are not affected by this Service Letter.

Very truly yours,

AMERICAN AVIATION CORPORATION

Paul H. Seibert
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