

American Champion Aircraft Corp.
Rochester, WI 53167

Service Letter: 426 (page 1 of 2)

Date: January 19, 2005

Title: Inspection / Upgrade of Wing Tip Navigational Light Wires

Models: All Bellanca/American Champion model 7's and 8's built before August 1996 that have strobe and navigation wires running to the wing tip.

Description: Previous to August 1996, all aircraft with wing tip lights routed the wires down the center of drag truss of the wing. The wires were attached to the compression tubes with adhesive fabric tape. With time, this tape becomes brittle and can fail, allowing the wire to wear against the compression tube. There have been numerous reports of the wire chaffing through its insulation and grounding, blowing the fuse or popping the breaker.

The inspection procedures described herein are not intended to be a substitute for a properly performed 100 hour / annual inspection. Refer to Advisory Circular (AC) 43.13-1B: Acceptable Methods, Techniques, and Practices: Aircraft Inspection and Repair.

Inspection Interval: Inspect at every 100-hour / annual inspection

Procedure: Using the inspection holes that are placed at the compression tube stations, inspect the wires where they are taped to the center of each compression tube. Check to ensure that the fabric tape holding the wires to the compression tube securely retains the wires.

If the wires are not securely attached, the tape should carefully be removed from the tube and wire. Upon removing the tape, inspect the wires for any signs of chaffing through the insulation. If chaffing has occurred replace the wire.

To preclude wire chaffing, wire standoffs should be installed to separate the strobe and navigation wires from the compression tubes. Install ACA P/N 11-0976-1, or equivalent, wire standoff directly on top of each compression member where the wire crosses using one zip tie (P/N: PLT 2S-MD or equivalent) around the compression member as seen in Figure 1. The standoff should be rotated 90 degrees to allow it to seat on the compression tube and allow the wires to be zip tied to the standoff. Zip tie (P/N: VUVT 06M M or equivalent) the wires to one side of the standoff (see Figure 1) tight enough to prevent slip between the wires and zip tie. Leave some wire slack between each standoff.

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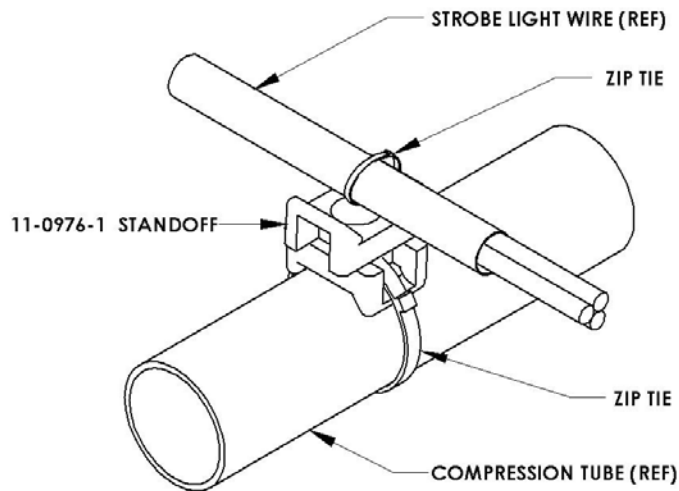


Figure 1, View of Wire and Standoff on Compression Tube

This installation does not preclude further inspection of this area during the annual /100-hour inspection period.

Approval: Retrofit should be recorded in an aircraft logbook entry. Figures and data within this service letter are FAA approved via ACAC Drawing 11-0976.