

American Champion Aircraft Corp.
Rochester, WI 53167

Service Letter: 420 Revision A (Page 1 of 2)

Date: April 25, 2002

Title: Metal Spar Wing Installation on Older Models

Applicable Models: 7AC, 7BCM, 7CCM, 7DC, 7EC, 7FC, 7GC, 7HC, 7GCA, 7JC, and 7KC
Also 7GCB and 7GCBA models.

Description: This letter is a summary of the required modifications needed to accommodate the metal spar wing installation on the listed models. An up to date fuel system may need to be in place for the installation to work on the older aircraft.

Approval: This service letter itself is not FAA approved data and cannot be used for approval. Reference the respective drawing called out below "Wing and Strut Installation" and 7-1519 "Pitot Static" as a basis for approval. The entry should read that the installation was "done in accordance with" these drawings. Weight and balance should be measured and calculated for the entire aircraft and logged as the new baseline values.

<u>Model</u>	<u>Large Front Strut Installation (5-433)</u>	<u>Small Front Strut Installation (5-144)</u>
7AC, 7BCM (no wing tanks only)	not available	7-438
7AC, 7BCM, 7CCM, 7DC, 7EC (Converted to 7-1102 fuel system)	7-1568	7-786
7FC, 7GC, 7HC, 7GCA, 7JC, 7KC	7-1568	7-786
7GCB, 7GCBA	7-1546	7-786

Attachment: Attachment is per the wing and strut installation prints listed. This may require the removal of the fittings on the end of the fuselage fuel lines. This will facilitate the new style of fuel line attachment.

On oleo gear aircraft using the 5-433 struts, part of the 1-2350 lug will have to be ground off at the strut to fuselage attachment (per 7-1568 or 7-1546). Mark off 0.25 inches of material to be removed and grind off with a die grinder or similar tool to allow larger strut to clear. Do not remove material from the attachment lugs (the "sides"). Corrosion protection should then be applied to the ground area. This will not adversely affect the strength of the attach point.

Pitot Static: The pitot static system as shown in 7-1519 must be adapted to the airplane.

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Compatibility: Only aircraft that have the dual inlet fuselage fuel systems may use these wings. Typically, (fuel system) this includes any of the airplanes with two wing tanks (not the 5.5 gallon wing tank). Models 7FC, 7GC and up should have compatible equipment standard.

7-1102 26 Gallon (Retrofit for 7AC, 7BCM, 7CCM, 7DC, 7EC, Standard on 7FC)
And 39 Gallon (Standard 7GC, 7HC, 7GCA, 7KC, 7GCB, 7GCBA, and up)

7-1476 36 Gallon (Current production since 1974)

Deviations: Fuel system deviations must be FAA approved separately. Aircraft converting to the dual fuel tank outlet should adapt the 7-1476 system because of part availability. This also requires separate FAA approval, but is generally similar to Service Kit 192, which describes the retrofitting of the 7-1102 system to older aircraft.

Revision A: Aircraft having the 5.5-gallon auxiliary wing tank can also retrofit to the metal spar wing.