



SERVICE LETTER NO. 7

JULY 21, 1948

TO: ALL AERONCA DISTRIBUTORS AND DEALERS

SUBJECT: CONVERSION OF MODEL 15AC LANDPLANE TO MODEL S15AC SEAPLANE

A few changes are required to be accomplished in order to convert a Model 15AC to a Model S15AC. These changes are; (1) removal of existing trim tab and the installation of one No. 5-504 trim tab having a larger area (2) the landplane propeller must be removed and a McCauley Model 1A170-DM7643, DM7644, or DM7645 installed (3) a copy of CAA's tentatively approved airplane flight manual must be added to the airplane's papers (4) Markings on airspeed indicator must be changed to meet with these specifications. Move red line to 126 MPH, run yellow arc from red line to 100 MPH and leave remaining green arc as is. (5) one No. S-23 reinforcement tube (clamp-on type) must be added to the fuselage on Serial Nos. 15AC-14 through 15AC-176, 15AC-178, through 15AC-196 and 15AC-198. Nos. 15AC-177, 15AC-197, 15AC-199 and up require no reinforcement.

Data which will be needed for the weight statement record follows:

It is not necessary to weigh your airplane unless major repair or alteration has been made to it.

I Weight Change Due to Installation of Floats:

	Wt. (lbs.)	Arm (inches aft of wing leading edge)	Moment (inches lbs.)
Remove Main Landing Gear	-76.6	+ 0.6	-45
Remove Tailwheel Assembly	-10.5	+202.0	-2121
Add Floats & Fittings	+ 245.0	+ 19.0	+ 4655
Resulting Additional Wt.	+ 157.9 lbs.		+ 2489
Moment of Additional Wt.	+ 2489		
Arm of Additional Wt.	$\frac{2489}{157.9}$	or 15.76 inches	

II Sample Calculation:

Typical Weight of Landplane empty = 1175 lbs.  
 Typical c.g. location of landplane empty = 15.28 inches aft of wing leading edge  
 (Obtain actual wt. and c.g. of empty airplane from Aeronca weight statement or from current Form ACA 337)

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	Wt. (lbs.)	Arm (inches aft of wing leading edge)	Moment (inches lbs.)
For Landplane	1175.0	+15.28	17954
Add for Seaplane	157.9	+15.76	2489
Empty Weight of Seaplane	<u>1332.9</u>		<u>20443</u>
C. G. of Empty Seaplane =	$\frac{20443}{1332.9}$	or 15.33 inches aft of wing leading edge.	

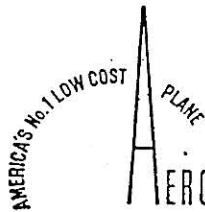
### III C. G. Range

Normal Category:	Front Limit (+12.6) (19.0% MAC)	@ 1800#
	Str. Line to (+14.5) (22.1% MAC)	@ 2050#
	Str. Line to (+20.4) (31.0% MAC)	@ 2100#
	Rear Limit (+24.3) (37.2% MAC)	@ 2100#

AERONCA AIRCRAFT CORPORATION

*W. B. Runyan, Jr.*  
 W. B. Runyan, Jr.  
 Service and Operations Manager

WBR:peh



AERONCA AIRCRAFT CORPORATION

MIDDLETOWN, OHIO

SUPPLEMENT No. 1 TO SERVICE LETTER No. 7, DATED JULY 21, 1948.

TO: All Aeronca Distributors and Dealers.

In Service Letter No. 7 we listed a number of changes that are required in order to convert a Model 15AC to a Model S15AC Seaplane. In addition to those changes, it is now mandatory that a 2-1440 oil capacity plate be added to the 7-841-15 left rear engine baffle.

This plate is important when servicing Model S15AC Seaplanes, due to false oil gauge readings, when the airplane is in normal water attitudes.

2-1440 oil capacity plates are now available and may be purchased from our Parts Department. Installation should be accomplished in accordance with the attached sketch.

Sincerely yours,

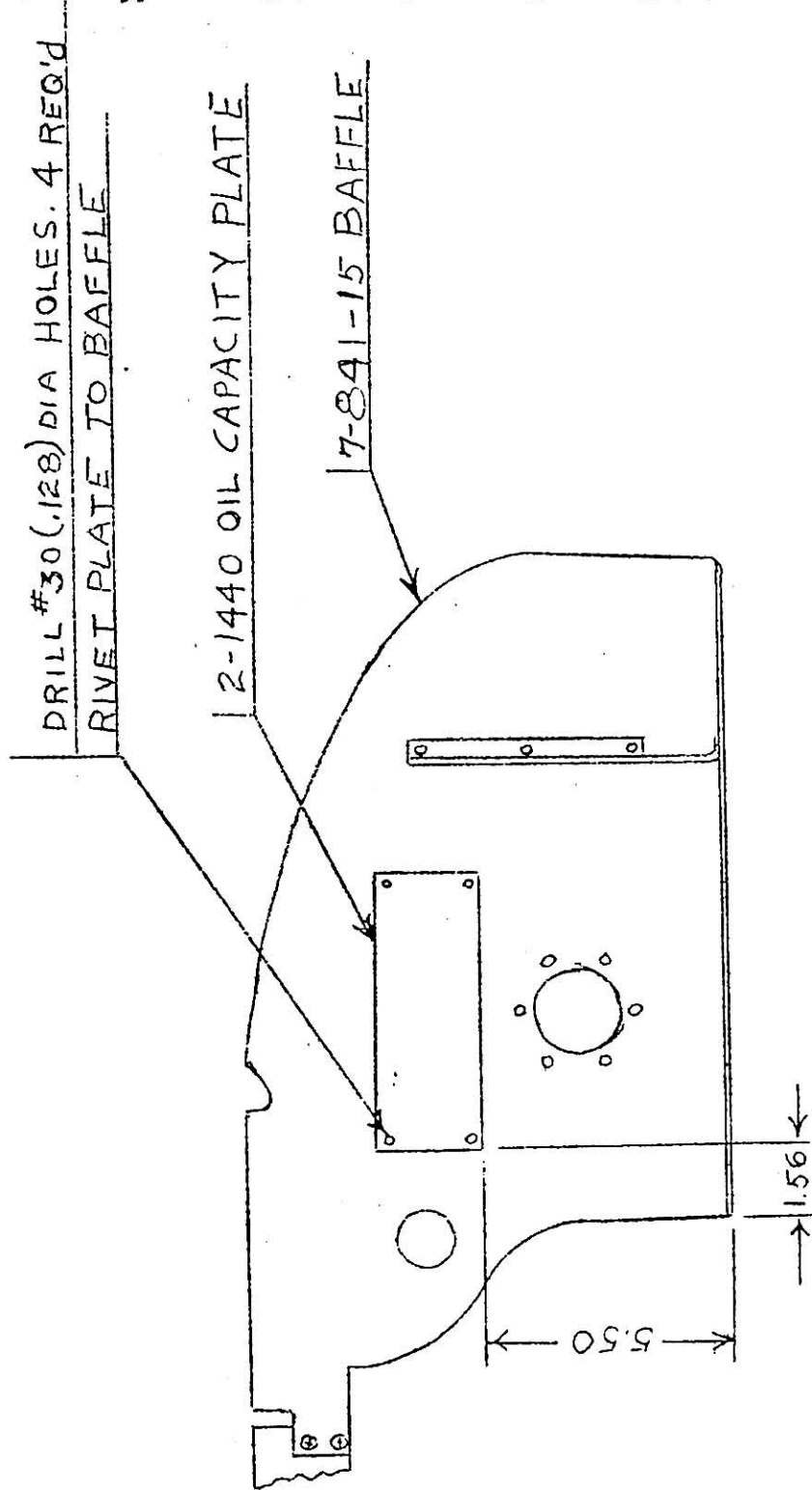
AERONCA AIRCRAFT CORPORATION

*W. B. Runyan, Jr.*

W. B. Runyan, Jr.  
Service and Operations Manager

WBR:tr  
Attachment

Sketch for use with Supplement No. 1 to Service Letter No. 7 dated July 21, 1948





SUPPLEMENT NO. 2 TO SERVICE LETTER NO. 7 DATED JULY 21, 1948.

August 11, 1949

TO: All Aeronca Distributors and Dealers.

SUBJECT: Conversion of Model 15AC Landplane to Model S15AC Seaplane.

Under changes required, item (5), the following revision is made to the serial number callout on certain fuselages requiring the lb. S-23 reinforcement tube.

WAS

15AC-14 through 15AC-176, 15AC-178 through 15AC-196 and 15AC-198.

15AC-177, 15AC-197, 15AC-199 and up require no reinforcement.

SHOULD NOW READ

15AC-1 through 15AC-176, 15AC-178 through 15AC-196 and 15AC-198.

15AC-177, 15AC-197, 15AC-199 and up require no reinforcement.

All copies of Service Letter No. 7, dated July 21, 1948, should be changed accordingly.

Sincerely yours;

AERONCA AIRCRAFT CORPORATION

*W. B. Runyan, Jr.*  
W. B. Runyan, Jr.  
Service and Operations Manager

WBR:tr