

CHAMPION AIRCRAFT CORPORATION
Osceola, Wisconsin

SERVICE LETTER #75
FAA Approved

DATE: February 8, 1967

SUBJECT: Inspection of Wing Fabric and Leading Edge
Skin Attachment

MODELS AFFECTED: All Model 7 Aircraft

TIME OF COMPLIANCE: Every 100 Hour or as Required

On aircraft used extensively for aerobatic, P.K. screws holding fabric and leading edge skins to ribs may become loose.

All aircraft should be inspected periodically for this condition. Loose leading edge skin screws can be detected by pushing on the screw heads (there should not be any relative motion between skin and rib flange at screw location). Loose screws aft of the leading edge skin may show up visually as a crack, hole or bulge in the fabric. They can also be detected by pushing on the screw head or on the rib flange next to the screw. Replace any loose screws before further flight.

Number 4 P.K. screws are installed during manufacture. To correct for loose screws, install #6 or #8 P.K. screws (with appropriate washers) as necessary, without drilling rib flanges. If a #8 P.K. screw will not hold, drill a #47 (.078) hole 1/2 in. either way from the loose screw, and install a #4 P.K. screw and washer. Patch affected areas with Grade A fabric and butyrate dope.