



FAA
Aircraft Certification Service

SPECIAL AIRWORTHINESS INFORMATION BULLETIN

SAIB: CE-09-20

Date: March 20, 2009

SUBJ: Equipment - Furnishings

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) advises you of an airworthiness concern on American Champion Aircraft Corporation (ACAC) Models 7AC, 7ACA, S7AC, 7BCM, 7CCM, S7CCM, 7DC, S7DC, 7EC, S7EC, 7ECA, 7FC, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, 8KCAB, & 8GCBC airplanes. There is a possibility of interference between the seat back upholstery and the control stick when the rear folding seat back is in the down position and the rear control stick is in the full aft position.

At this time, this airworthiness concern is not considered an unsafe condition that would warrant an airworthiness directive action under Title 14 of the Code of Federal Regulations (14 CFR part 39).

Background

ACAC reports that the interference between the rear stick and the folding back of a rear seat can occur as a result of any of the following:

- improper seat back stop cable length;
- improperly installed seat back stop cable; or
- frayed or broken seat back stop cable caused by the cable becoming pinched repeatedly in-between the seat back and bottom.

The Federal Aviation Administration has confirmed that interference between the rear seat back upholstery and the rear stick could occur on some airplanes if the seat back was folded down and the stick was in the full aft position. This airworthiness action has been taken after consideration of the responses from ACAC as well as airplane owners/operators through relevant associations and type clubs, using the procedures found in the Small Airplane Directorate Airworthiness Directives Manual Supplement (Airworthiness Concerns Process Guide).

Recommendations

We recommend that the ACAC model airplanes identified above that are equipped with rear seats that have a folding back do the actions in American Champion service letter number 432 to address a possible stick/seat back interference problem. We also recommend the service letter interference check be done within the next 30 flight hours and on an annual basis/100- hour basis (whichever occurs first) after the initial check. It is evident from the background information that degradation of the seat back stop cable may occur over time-in-service.

For Further Information Contact

Wesley Rouse, Aerospace Engineer, FAA Chicago Aircraft Certification, 2300 E. Devon, Des Plaines, IL 60018; phone: (847) 294-8113; email: wess.rouse@faa.gov