



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Small Airplane Directorate  
Chicago Aircraft Certification Office  
2300 E. Devon Avenue  
Des Plaines, IL 60018

April 15, 2015

Mr. Joseph Bradt  
American Champion Aircraft Corporation  
32032 Washington Ave.  
Rochester, WI 53167

Dear Mr. Bradt:

The FAA has received your letter dated April 15, 2015, proposing a global Alternative Method of Compliance (AMOC) to all paragraphs [(a), (b), and (c)] of Airworthiness Directive (AD) 72-18-03. The FAA issued AD 72-18-03 to inspect for battery acid corrosion, repair any damage found, and prevent future damage; as explained below:

AD 72-18-03 applies to Bellanca (Champion) Model 7GCAA, 7GCBC, 7KCAB and 8KCAB airplanes certificated in all categories and requires repetitive inspections at intervals not to exceed 25 hours time in service until terminating action is accomplished as outlined below.

- a. Inspect the elevator and rudder control cables in the battery area for evidence of corrosion caused by battery acid spillage. If any evidence of control cable corrosion is found, replace the corroded cables before further flight, except that the airplane may be flown in accordance with FAR 21-197 to a base where the repair can be performed.
- b. Inspect the battery compartment area for evidence of battery acid corrosion of airframe components other than control cables. If any corrosion is found, neutralize the affected areas with a soda water solution. Repair damage, as necessary.
- c. The repetitive inspections required by paragraphs (a) and (b) may be discontinued when a battery box which will assure that any battery acid spillage is drained overboard is installed in accordance with data approved by the Chief, Engineering and Manufacturing Branch, Great lakes Region. The battery box must be installed no later than March 1, 1973.

Your global AMOC proposal is to include paragraphs a) and b) from the AD as inspection requirements. The only inspection change is to add a requirement for removal of the old battery, battery box, and tray from the airplane to allow for a more thorough inspection. For paragraph c) American Champion provides an alternative to the AD terminating action, which requires installation of a battery box with an overboard drain/vent. The proposed alternative terminating action, use of American Champion Service Letter 441, dated April 15, 2015, is for the installation of a sealed battery and battery box without overboard drain/vent.

The Chicago Aircraft Certification Office has reviewed your request and agrees that the sealed battery and battery box (without drain/vent) installation, per American Champion Service Letter 441, proposed for the global AMOC, provides an acceptable level of safety. This configuration with the sealed battery, which has been in production since 1993, greatly reduces the chance of acid spillage compared with a vented battery.

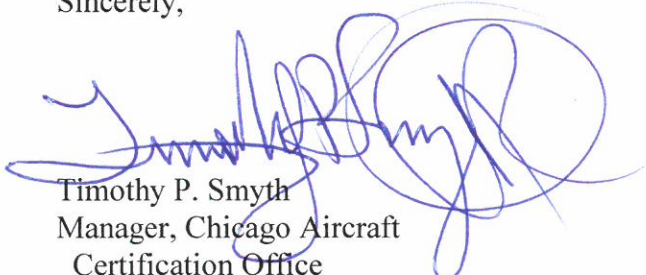
Your submitted data included: Drawing 4-1782, dated 2/9/03, titled, Installation Battery, Revision L, dated 9/8/03; and Service Letter 441, dated 4/15/15, titled, "Sealed Battery Installation; Also, Global Alternative Method of Compliance (AMOC) to AD 72-18-03". This data was used to establish the acceptable level of safety which was the basis needed to approve the global AMOC.

The FAA approves the inspections for battery acid corrosion, repairs as necessary, and terminating action using a sealed battery installation in accordance with American Champion Service Letter 441, dated April 15, 2015, as a global AMOC to all paragraphs [(a), (b), & (c)] of Airworthiness Directive 72-18-03. This letter must also become part of the permanent airplane maintenance records. In accordance with FAA Order 8110-103A, the following conditions apply:

1. This global AMOC airplane applicability is the same as that for Airworthiness Directive 72-18-03.
2. Before using this global AMOC, notify your appropriate inspector, or lacking a principal inspector, the manager of the local FSDO or certificate holding district office.
3. This global AMOC is transferable for the entire range of aircraft cited in the applicability section of Airworthiness Directive 72-18-03.
4. All provisions of AD 72-18-03 that are not specifically referenced above remain fully applicable and must be complied with accordingly.

Should you have any questions regarding this approval, please contact this office or Mr. Wess Rouse at (847) 294-8113 or by electronic mail at [wess.rouse@faa.gov](mailto:wess.rouse@faa.gov).

Sincerely,



Timothy P. Smyth  
Manager, Chicago Aircraft  
Certification Office