

SERVICE BULLETIN NO. 118

DATE: July 28, 1970

TO: Owners and Operators of Yankee Aircraft

SUBJECT: Oil Pressure Line Inspection and Elbow Installation

MODELS AFFECTED: AA1-0001 thru AA1-0436

TIME OF COMPLIANCE: Inspection: Within 25 hours of operation.
Elbow Installation: At next scheduled inspection or sooner
at owners discretion.

Effective on aircraft serial no. AA1-0437 the straight restrictor oil pressure gauge line fitting at the right rear of the engine has been replaced with a 45° restrictor elbow fitting and the flexible oil pressure line rerouted aft of the upper engine mount tube.

This change eliminates the possibility of interference between the flexible line and the upper right engine mount flange.

Inspection

Since field reports have indicated that interference may exist on certain aircraft with straight restrictor fittings, it is recommended that the flexible line be inspected for evidence of contact with the engine mount within the next 25 hours of operation, paying particular attention to the stainless steel band area that secures the fire sleeve to the hose fitting. If evidence of contact exists, the line should be carefully inspected for traces of oil leakage between the hose fitting nipple and socket. If leakage is apparent, the hose assembly, Stratoflex part number 111F417-4-0120, must be replaced. If static clearance between sleeve and engine mount flange is less than 1/16", elbow installation as follows must be accomplished before further extended flight operation.

Elbow Installation

To eliminate future interference between the flexible line and the engine mount, the line must be rerouted aft of the mount and a 45° brass or steel 1/8" pipe elbow must be installed between the engine case and existing straight restrictor fitting part number 901038-1 on aircraft AA1-0001 thru AA1-0436 at the next scheduled inspection or sooner at the owners discretion. Acceptable 45° elbows are Parker-Hannifin 45° street elbow part number 1/8 CD45-S (steel) or 1/8 CD45-B (brass). AN 915-1S (steel) or AN 915-1 (brass) elbows may also be used if available.

CAUTION: Do not substitute a standard AN823 elbow for the special straight restrictor fitting and pipe elbow assembly. FAA regulations require a restrictor in the fitting to prevent rapid oil loss in case of line failure.

The straight restrictor fitting and elbow should be assembled to the engine using Tite Seal or equivalent on the pipe threads. Locate the fitting assembly outlet facing aft at the 8 o'clock position. Route the hose assembly aft of the engine mount tube and secure to the mount with clamps or Koroseal lacing. Minimum hose bend radius is 1 1/2 inches. After installation, run up engine and check for oil leaks.

Elbows will be available at no charge from your authorized American Aviation Corporation Dealer by August 8, 1970. Hoses removed from aircraft in the field should be scrapped and not returned to the factory. An initial supply of 1/8 CD45-S or 1/8 CD45-B elbows and hoses will be forwarded to all dealers. Additional quantities, if required, should be requested from the factory. The factory will not supply, AN915-1, or AN915-1S elbows.

Elbows (and hoses if necessary) for aircraft located in an area not served by an American Aviation Corporation Dealer may be obtained direct from the factory by contacting the Customer Service Department.

If inspection requires immediate elbow installation, a labor allowance of .5 hours at the dealer's prevailing shop rate will be credited for the inspection and elbow installation providing the work is performed or authorized by an authorized American Aviation Dealer or representative. Work must be complete and Warranty Claims Form AA-740 submitted to the factory prior to September 30, 1970.

Aircraft serial number AA1-437 and up are not affected by this Service Bulletin.

AMERICAN AVIATION CORPORATION

PHS:pjr

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