

SERVICE

Service Letter No. 69-1A
Supersedes Service Letter No. 69-1

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DATE: July 10, 1969

TO: Owners and Operators of Yankee Aircraft

SUBJECT: Control System Improvements
Including:
1. Bungee Mounting Plate Replacement
2. Rudder Bearing Support Bracket Assembly Replacement

MODELS AFFECTED: Item 1. AAL-0001 through AAL-0125
Item 2. AAL-0001 through AAL-0036

TIME OF COMPLIANCE: At next scheduled inspection or sooner at owner's discretion.

To preclude the possibility of the trim bungee housing binding in the existing bearing, it is recommended that a redesigned bungee bearing be installed on those aircraft listed in Item 1.

To strengthen the lower rudder bearing support bracket assembly, we are making available a redesigned bracket to be installed on those aircraft listed in Item 2.

Bungee Mounting Plate Replacement

1. The following list of parts is required to effect this replacement:
(1) 607013-504 Bungee Mounting Plate Assembly.
(2) AN380-2-4 Cotter Pins.
2. Remove seven (7) screws securing tailcone to fuselage and remove tailcone after disconnecting taillight wire.
3. Mark position of rear collar held to bungee housing by cotter pins and remove pins.

NOTE:--Collar must be reinstalled exactly in the same position as removed after mounting plate change.

4. Loosen and remove two (2) bolts and nuts holding existing bungee mounting plate and slide plate off bungee housing.
5. Install replacement mounting plate assembly (Part No. 607013-504) bolt in position making sure that delrim side of plate faces aft and that friction shim is between mounting plate and support arm.
6. Install bungee collar exactly as removed and install cotter pins (Part No. AN380-2-4) supplied with plate.

NOTE: Revision A to Service Letter 69-1 revises cotter pin part number.

7. Actuate elevators through complete travel and check bungee housing for smooth action through bearing. Adjust plate if necessary.
8. Check shear link assembly (located between bungee housing and elevator down cable) for loose rivets. If loose rivets are found tighten or replace rivets with MS20470A3-5 SOFT rivets.
9. Reinstall tailcone if rudder bearing support is not to be installed at this time.

Rudder Bearing Support Bracket Assembly Replacement

1. The following list of parts is required to effect this replacement:
 - (1) 300002-502 Support Bracket Assembly (with 902013-1 bearing installed).
 - (2) AN6-7A Bolts.
 - (4) AN960-616 Washers.
2. If tailcone is not already removed, remove seven (7) screws securing tailcone to fuselage and remove after first disconnecting taillight wire.
3. Remove the seven (7) screws attaching the right aft fuselage inspection cover and remove cover.
4. Remove bolt and nut attaching rudder bellcrank to rudder torque tube.
5. While holding elevators in full-up position, carefully pull rudder bellcrank down off torque tube and allow it to rest against aft fuselage bulkhead. Remove bearing spacer from rudder torque tube.
6. Remove two (2) bolts attaching existing support bracket assembly and remove support from rudder torque tube.
7. Remove and discard two (2) lower attach bolts and washers from vertical fin.
8. Install new support bracket assembly (Part No. 300002-502) by locating support over holes and install two (2) bolts previously removed from support.

NOTE: Make sure original shim is reinstalled between aft bulkhead and new rudder bearing support prior to installing bolts.

9. Install the two (2) replacement bolts (Part No. AN6-7A) in the lower vertical fin attach holes.

NOTE: One replacement washer (Part No. AN960-616) to be located next to bolt head and one next to nut on each bolt.

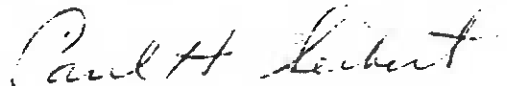
10. Assemble spacer and rudder bellcrank to rudder torque tube and reinstall bolt, washers, and nut. Torque nut to 50-70 inch pounds.
11. Check for correct operation and freedom of movement of the rudder.
12. Reinstall tailcone and right aft fuselage inspection cover.

All parts listed above will be available from your Authorized American Aviation Corporation Dealer by July 16, 1969. Parts removed from the aircraft are to be scrapped in the field and not returned to the factory.

Since the incorporation of the suggested Control System Improvements is a design improvement rather than a mandatory modification, no labor allowance will be available and no Warranty Claims will be honored for work performed in accordance with the Service Letter 69-1A.

The Service Reply Card (attached) is to be completed and mailed immediately upon completion of either or both of the improvements.

AMERICAN AVIATION CORPORATION



Paul H. Seibert
Customer Service Manager

PHS:vsb

NOTE: Revision A to Service Letter 69-1 revises bolt torque to 50-70 inch pounds.