



**Gulfstream American**

Gulfstream American Corporation  
P.O. Box 2206 Savannah, Georgia 31402

SERVICE BULLETIN NO. 120

**DATE:** October 7, 1970  
**TO:** Owners and Operators of Yankee Aircraft  
**SUBJECT:** Throttle Control Inspection  
**MODELS AFFECTED:** AA1-0001 thru AA1-0436. All spares stock of part nos. 507002-1 and 507002-2 throttle control.  
**TIME OF COMPLIANCE:** Within 25 hours of operation or sooner at the owners discretion.

It has come to our attention that some part nos. 507002-1 or 507002-2 throttle control assemblies may have been improperly swaged at the firewall bulkhead fitting. (see figure 1) Improper swaging of this assembly can result in separation of the outer casing from the bulkhead fitting and subsequent partial loss of throttle control due to the outer casing sliding out of the bulkhead fitting when the throttle is opened.

To prevent the possibility of partial loss of throttle control, the following must be accomplished within 25 hours of operation or sooner at the owners discretion on all model AA1 serial nos. 0001 thru 0436. All spares stock of part nos. 507002-1 and 507002-2 throttle controls must also be inspected.

1. Remove right hand forward console panel and locate the point where the throttle control cable passes through the firewall.
2. Measure the length of the swaging marks on the aft end of the firewall bulkhead fitting as shown in figure 1. If the swaging is less than 3/8 inches the cable must be removed from service.

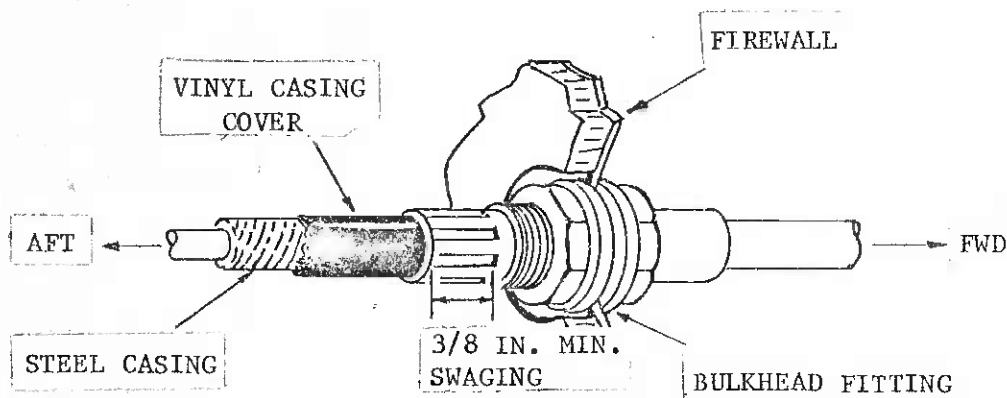


Figure 1. Throttle Control Bulkhead Fitting

3. Check the security of the swaged assembly by grasping the vinyl casing cover by hand as close to the bulkhead fitting as possible and pull straight aft on the cable assembly while twisting the cable back and forth. Do not bend or kink cable. The vinyl cover may slip out of the bulkhead fitting, but if the steel casing does not move, the cable assembly is satisfactory for continued service. If any motion between the steel casing and the firewall bulkhead fitting is noticed, the cable must be removed from service.

4. Complete and mail service reply card showing compliance with this bulletin.

If inspection shows that the throttle control assembly must be replaced, rerigging of the throttle arm and cable must be accomplished as shown on figure 2.

Improperly swaged throttle control assemblies must be returned for parts credit allowance. A labor allowance of .25 hours for the inspection and a labor allowance of 1.5 hours for throttle control cable assembly replacement, if necessary, will be credited at Dealer's prevailing shop rate providing work is performed or authorized by an American Aviation Corporation Dealer or representative. Work must be completed and warranty claim form no. AA-740 submitted to the factory prior to December 31, 1970 for credit allowance.

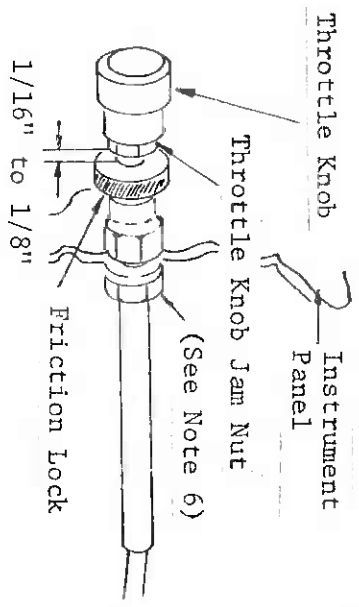
Aircraft serial no. AA1-0437 and up and part no. 507002-2 throttle control assemblies shipped from the factory after October 7, 1970 are not affected by this Service Bulletin.

Prices are subject to change without notice.

AMERICAN AVIATION CORPORATION

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Distribution (A)



11. Reconnect ball joint to carburetor arm, tighten jam nut, then check threaded push rod for 3/16 inch minimum thread engagement via inspection hole in ball joint connector.
12. If further adjustment is required, make all adjustments either at the firewall or the carburetor. If slight repositioning of the throttle arm is required, the lock screw must be loosened, the arm repositioned, the screw retorqued to 26-28 in./lb. and resafetied to the throttle stop.
13. Release the friction lock and check for full control movement noting that 1/16 to 1/8 inch maximum cushion exists.

1. Check throttle arm position. This must be  $42^\circ \pm 5^\circ$  forward of vertical when the throttle is wide open.
2. Check that throttle arm is positioned in-board tightly against stop.
3. Torque throttle arm clamp screw to 26-28 in./lb.
4. See that clamping action has not closed gap in throttle arm.
5. Safety wire throttle arm clamp screw to the throttle stop.

6. Check security of lock nuts that attach the control cable housing to the instrument panel and to the firewall.
7. Loosen throttle knob, turn jam nut all the way down (clockwise), and tighten the throttle knob against the jam nut. Do not clamp or mar the throttle plunger.
8. Disconnect the throttle control from the carburetor by releasing the ball joint connector. Push the throttle control in until the jam nut hits the friction lock (friction lock 1/4 turn loose) and pull the throttle control 1/16 to 1/8 inch for control cushion.
9. Tighten the friction lock, being careful not to change the throttle position.
10. Adjust ball joint connector to obtain full open throttle.

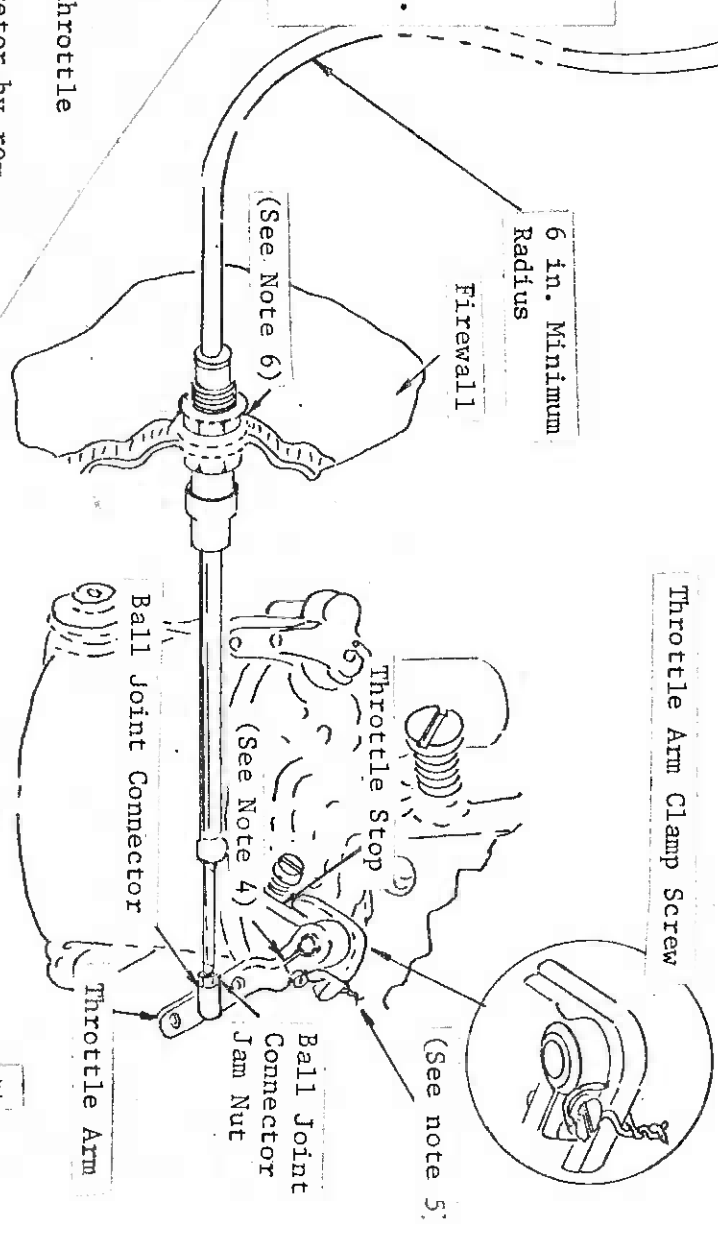


Figure 2. Carburetor Throttle Arm and Cable Rigging.