

SERVICE

SERVICE BULLETIN NO. 114A
Supersedes Service Bulletin No. 114
F. A. A. (Eastern Region) Approved

DATE: November 17, 1969

SUBJECT: Required Inspection of the Drain Plugs in Marvel-Schebler Carburetors for Excessive Thread Lubricant

MODELS AFFECTED: All Model AA-1 aircraft as listed on the attached list

COMPLIANCE TIME: Within the next 25 flight hours but no later than 90 days from the date of this bulletin.

The carburetor manufacturer has notified all outlets that an excessive amount of thread lubricant may have been applied to the drain plug on the bottom of the bowl of the MA-3A carburetor. Due to the possibility of this having a serious effect on the operation of the engine, Marvel-Schebler has issued their Service Bulletin No. A1-69 which requires the inspection and cleaning of the drain plug and drain plug cavities. The following procedure applies to all aircraft shown on the attached list and meets the requirements of Marvel-Schebler Service Bulletin No. A1-69. The flight hours and time limitation have been set such that compliance with this bulletin may be performed during a routine inspection or oil change.

1. Place the aircraft in a location which would minimize the possibility of a fire resulting from work on the carburetor and the associated fuel system. Have a fire extinguisher available.
2. Remove the upper and lower cowl.
3. Place the aircraft in a nose high attitude.
4. Position a large fuel-proof container slightly to the rear and below the carburetor drain plug.
5. Carefully remove the drain plug and flush the carburetor with the fuel supply and boost pump on to remove any loose thread lubricant. Flush 20-30 seconds to be sure all loose material is removed.
6. After flushing, carefully inspect the drain plug cavity and internal threads and remove any thread lubricant and contamination which may remain. Then reflush 20-30 seconds with the fuel supply and boost pump on to assure that any dislodged thread lubricant is removed.

CAUTION: TAKE CARE WHILE PROBING AND CLEANING THE CAVITY THAT THREAD LUBRICANT IS NOT PUSHED OR FORCED INTO THE TWO SMALL HOLES WHICH ENTER THE CARBURETOR BOWL.

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7. Clean the entire drain plug and threads and reinstall one thread into its cavity, then apply Parker Sealube or equivalent to the remaining threads and tighten plug to the following recommended torque value:

All 1/8" pipe plugs - 50 to 60 inch lbs.

8. Stamp carburetor name plate located on forward side of the carburetor with A1 to indicate compliance with the Marvel-Schebler bulletin.

NOTE: WHERE STAMPING TOOLS ARE NOT AVAILABLE, PLACE A 1/4" DIAMETER DOT OF YELLOW ENAMEL ON THE CARBURETOR NAME PLATE TO INDICATE COMPLIANCE WITH THIS BULLETIN.

9. Reinstall cowling and perform a routine engine run up.
10. Make a compliance entry in the engine log book recording the carburetor serial number and stating that Marvel-Schebler Service Bulletin No. Al-69 has been accomplished.
11. The Service Reply Card (attached) must be completed and mailed immediately upon completion of this Service Bulletin.

Although this Service Bulletin specifically applies to the aircraft and carburetors indicated, it is strongly recommended that this operation be accomplished on all aircraft not shown on the attached list and not shown below during the next routine inspection of the aircraft. Listed below are the aircraft which have been cleaned and inspected at the factory. These aircraft are not affected by this bulletin:

AA1-0167	AA1-0185	AA1-0200
AA1-0169	AA1-0189	thru
AA1-0170	AA1-0192	AA1-0204
AA1-0176	AA1-0196	AA1-0206
	AA1-0197	and on

A copy of Marvel-Schebler Service Bulletin No. Al-69 Page 1 and Al-69 Amendment is attached.

AIRWORTHINESS DIRECTIVE REQUIREMENTS: AD 69-24-3 covers carburetor serial numbers BV-0-268 thru BV-0-538 and states; "Any carburetor serial numbers included in this AD but not listed on Marvel-Schebler Service Bulletin Al-69 comply with this AD, and require no further inspection or cleaning. A logbook entry of compliance and name-plate marking must be made on these unlisted carburetors." PLEASE TAKE SPECIAL NOTE OF THIS REQUIREMENT AND COMPLY IF THE CARBURETOR ON YOUR AIRCRAFT IS WITHIN THIS CATEGORY.

AMERICAN AVIATION CORPORATION

NOTE: Revision A to Service Bulletin No. 114 adds Airworthiness Directive Requirements.

DISTRIBUTION (A)

AMERICAN YANKEE MODEL AA-1 AIRCRAFT SERIAL NUMBERS AFFECTED BY MARVEL-SCHEBLER
SERVICE BULLETIN NO. A1-69 (AMMENDMENT) DATED NOVEMBER 21, 1969:

<u>AIRCRAFT SERIAL NO.</u>	<u>CARBURETOR SERIAL NO.</u>	<u>AIRCRAFT SERIAL NO.</u>	<u>CARBURETOR SERIAL NO.</u>
AA1-0067	*	AA1-0159	BV-0-321
AA1-0074	BV-0-318	AA1-0160	BV-0-317
AA1-0078	*	AA1-0161	BV-0-347
AA1-0080	*	AA1-0162	BV-0-330
AA1-0082	*	AA1-0163	BV-0-270
AA1-0089	BV-0-298	AA1-0165	BV-0-356
AA1-0094	BV-0-288	AA1-0166	BV-0-422
AA1-0098	BV-0-284	AA1-0168	BV-0-271
AA1-0099	BV-0-297	AA1-0171	BV-0-282
AA1-0109	BV-0-305	AA1-0172	BV-0-316
AA1-0111	BV-0-304	AA1-0173	BV-0-286
AA1-0112	*	AA1-0174	BV-0-293
AA1-0115	BV-0-314	AA1-0175	BV-0-319
AA1-0116	BV-0-269	AA1-0177	BV-0-354
AA1-0117	BV-0-377	AA1-0178	BV-0-273
AA1-0118	BV-0-292	AA1-0179	BV-0-301
AA1-0119	*	AA1-0181	BV-0-268
AA1-0145	BV-0-299	AA1-0182	BV-0-329
AA1-0147	BV-0-291	AA1-0187	BV-0-323
AA1-0153	BV-0-393	AA1-0190	BV-0-343
AA1-0155	BV-0-290	AA1-0193	BV-0-365
AA1-0156	BV-0-283	AA1-0205	BV-0-344
AA1-0157	BV-0-318		
AA1-0158	BV-0-308		

* Carburetor Serial No. not available at factory. If the carburetor Serial No. is not shown on Marvel-Schebler Service Bulletin No. A1-69 (Amendment), the cleaning and flushing is not mandatory but should be accomplished.

NOTE: Revision A to Service Bulletin No. 114 revises carburetor serial number on Aircraft Serial No. AA1-0190.