

DATE: January 4, 1971

TO: Owners and Operators of Yankee Aircraft

SUBJECT: Nose Gear Strut Inspection

MODELS AFFECTED: AA1-0001 thru AA1-0432. All spares stock of P/N 702057-501 and 702057-503 strut assemblies shipped from the factory before July 1, 1970.

TIME OF COMPLIANCE: Within 10 hours of operation or sooner at owner's discretion.

Field reports indicate the nose gear strut socket assembly may be defective in the area of the brazed joints. To confirm the structural integrity of the strut assembly, the following inspection and testing procedure must be followed within 10 hours of operation or sooner at the owner's discretion.

NOTE: A test fixture as shown in Figure 1 may be fabricated locally. One fixture, tool no. ST1086-501, will be forwarded to each dealer by January 9, 1971 at no charge.

1. Remove the nose gear fork assembly and "O" ring noting sequence of assembly of washers. Do not misplace thrust washer located between strut socket and fork. See Note 1, Figure 1.
2. Install test fixture as illustrated. Torque nut to 550 to 600 in. lbs. (46 to 50 ft. lbs.).

NOTE: The fork is installed using an AN960-1016 washer. This washer must be used between the fixture plate and nut as shown. Lubricate strut threads, washer and nut with engine oil prior to assembly.

3. Remove test fixture and inspect the strut socket assembly brazed joints as shown in Figure 1. If there is any evidence of difference in measurement before and after test, the strut must be replaced. See Note 1, Figure 1.
4. To insure that drain hole in bottom of strut is unobstructed, insert a .12" dia. drill at least 2.0 inches into hole.
5. Reinstall "O" ring, lubricate strut socket, fork bearing and washers with MIL-G-7711 grease or equivalent and install fork assembly and attaching hardware exactly as removed (Ref. Service Manual page 4-3).
6. Tighten nut until a 10-13 lb. force along axle center line is required to rotate fork. Install cotter pin and recheck force required to rotate fork.
7. Make entry in aircraft log book stating Service Bulletin No. 121 complied with. Complete and mail attached Service Reply Card.

Replacement struts part number 702057-503 are available at \$89.40 (E). If replacement strut is installed on aircraft serial no. AA1-0224 or below, Service Kit No. SK-107A (Spring Plunger Elimination) \$1.30 (H) must be ordered separately and installed as called out in Service Letter No. 69-5.

A full parts credit will be available for defective struts returned to the factory. A labor allowance of .5 hours at the dealers prevailing shop rate for the inspection and 1.0 hour for strut replacement, if necessary, will be credited providing the work is performed or authorized by an authorized American Aviation Dealer or representative. Work must be completed and warranty claim form no. AA-740 submitted to the factory prior to March 31, 1971 for parts and labor allowance.

Aircraft serial no. AA1-0433 on and all replacement struts shipped from the factory after July 1, 1970 are not affected by this Service Bulletin.

Prices subject to change without notice.

AMERICAN AVIATION CORPORATION

Distribution (B)

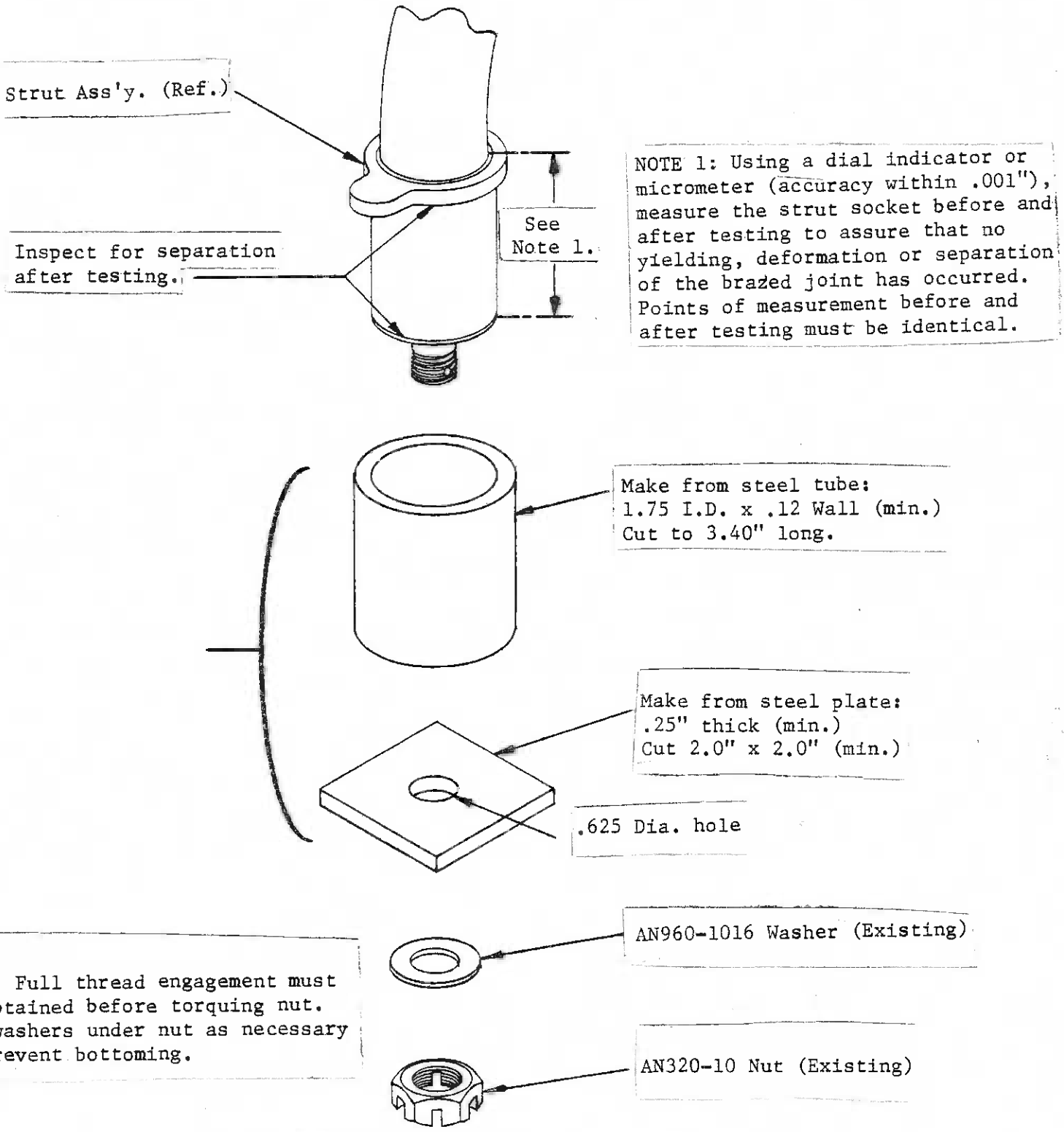


FIGURE 1. Assembly of Test Fixture