

Installing Bushing in Throttle Arm

RevoLT

SD-1003

Evolution Aircraft, Inc

September 1, 2021

Status: Mandatory

Background:

Throttle return spring broke during flight on an aircraft which then caused the carburetor to not return to idle. It was found that wear caused the spring hook to fail prematurely on the throttle arm. Inserting a plastic bushing reduces this wear.

Scope:

The following serial numbers of the RevoLT weight-shift-control aircraft are affected by this safety directive: 001024 – 001028.

Authorized Persons:

An owner/operator with a minimum of a sports pilot license is allowed to execute this safety directive in accordance with the instructions in this directive.

Tools and Articles Required:

Drill
.161in drill bit
Small plastic zip tie

Kits supplied by Evolution Aircraft, Inc Includes:

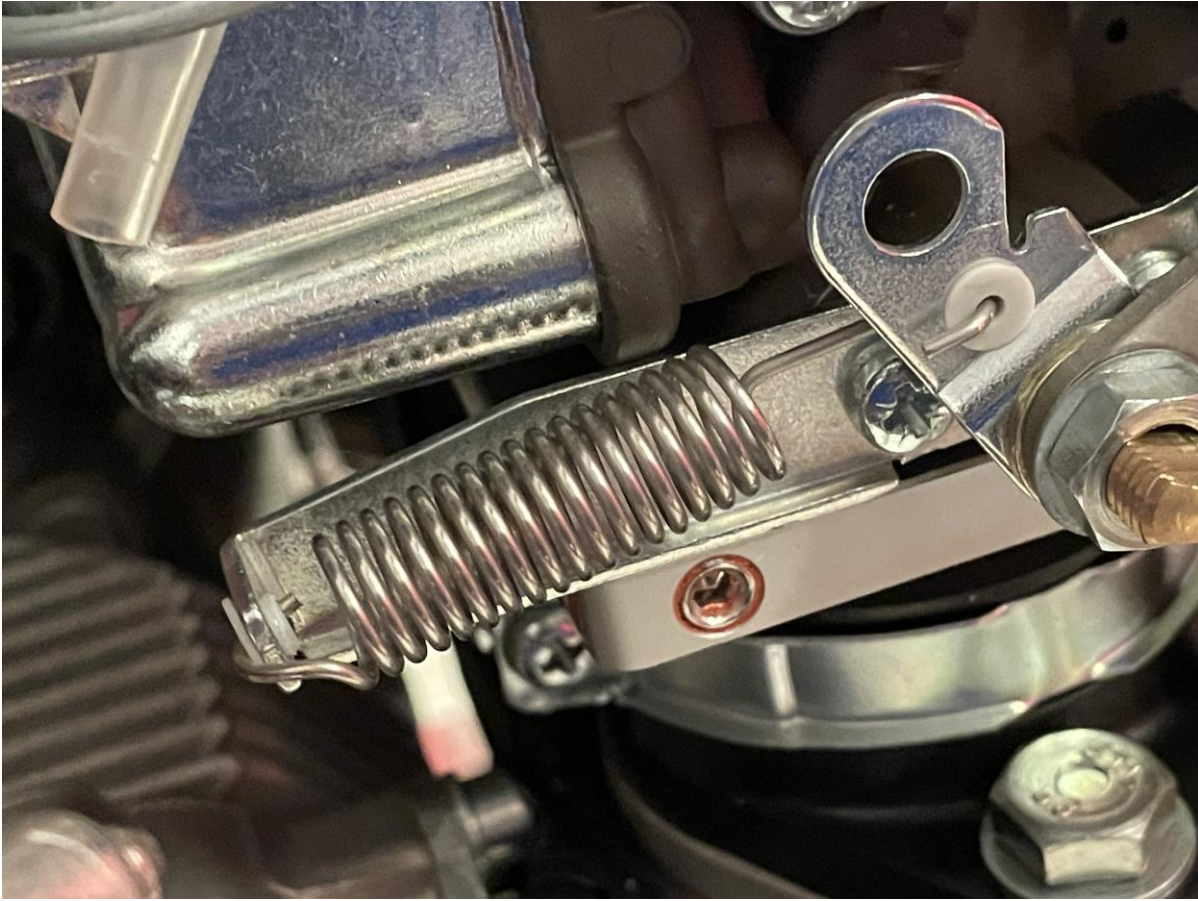
Plastic sleeve Rotax #963015

Compliance:

Compliance is mandatory and has to be achieved within next 10 flight hours.

This is how to comply with this directive:

- Remove spring by unhooking lower section of the spring by placing a small plastic zip tie around the hook to remove it. Do **not** use pliers, which may damage the spring.
- Rotate 180° up and unhook top (throttle arm does not need to be removed).
- Enlarge spring hook hole and throttle arm using .161in drill bit.
- Press plastic bushing into hole.
- Reattach spring starting with the hook in the new plastic bushing.



Testing:

- Advance throttle to full with engine off and return to idle. Ensure throttle arm is resting on the idle adjustment screw when at idle.

Logbook Entry:

Aircraft logbook should be marked with the following entry and dated and signed with mechanic's or pilot owner/operator's license number (if applicable):

"Safety directive SD-1003 from the manufacturer satisfied as per instructions. Compliance with ASTM standards is maintained"