



Throttle Cable Installation

Classification:	Mandatory
Applicability:	All Europas fitted with Rotax 912/914 series engines and/or the standard throttle box
Compliance:	Before next flight

Introduction

The design of the throttle control used in the Europa may allow one or both of the throttle cables to kink within the throttle box, resulting in the throttle levers on the carburettors not being correctly actuated.

The engine throttle lever, on the BING carburettor used on the Rotax 912/912S and 914, is pulled to the open position by a spring. The throttle cable is therefore under slight tension and the throttle lever friction pads in the throttle box resist against un-commanded throttle opening. With the throttle friction loose, the throttle lever in the cockpit should be pulled open quite quickly by the carburettor springs. If it does not, then the cable may be subject to kinking, and corrective action (see below) must be taken.

Engine installations other than Rotax may utilise a similar system and employ the standard Europa throttle box, in which case the same investigation and corrective action will be required.

Action

If the throttle lever is not pulled forwards when the friction damper is loose, to avoid the possibility of the throttle cable kinking within the throttle box (between the throttle lever and the cable outer) check the following:-

- * The throttle lever on the carburettor has the correct spring installed, the spring is not damaged and the lever is free to operate.
- * The cable inner between the throttle lever in the throttle box and the cable outer is straight.
- * The end fitting attached to the throttle lever is free to rotate as the lever is moved.
- * There is not excessive friction between inner and outer cables due to cable routing with tight radii, lubricants being used with high viscosity, accumulations of dirt or any other reason.



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If any one of the above is found not to be acceptable, correct the problem before next flight. Even if one throttle opens successfully, sufficient power to enable the aircraft to maintain height may not be available

Operate the throttle lever from the idle to the full power position rapidly to confirm that the cable does not kink. If the cable does kink or has previously been kinked, the inner should be replaced.