

# Service Bulletin

S.B. No: 092

**Title:** INSPECTION AND RECTIFICATION OF FUEL VENT AND HYDRAULIC RESERVOIR TUBE, PLUS VENT PIPE INLET RE-ORIENTATION

**Compliance:** This is a onetime inspection, at or before next fifty hour check.

**Applicability:** Actions 1, 2.1 and 3 applicable to T67M260-T3A only. Works No. 2109, 2110, 2123 to 2128, 2130 to 2158, 2160 to 2233.

Action 2.2 applicable to, T67C wing tank (Post Mod M156) only, T67M-MkII, T67M200 and T67M260.

This Issue 3 introduces revised wording for producing 2mm hole i.e. was drill hole now form hole, extra paragraph added at end of introduction, new paragraphs 2.3, 2.4 & 2.5 added subsequent paragraph re-numbered. The original T67M260-T3A information is retained for record only. Changes indicated by vertical line in left hand margin.

## INTRODUCTION:

Cases have occurred on the T67M260-T3A where the fuel tank vent tubes have been found to be of a brittle nature, and the hydraulic fluid line between reservoir and the brake cylinders, soft and swollen causing leakage.

On further investigation on T67M260-T3A it was found that the tube of the incorrect specification had been authorised, as an alternative. All stock of the incorrect specified material has now been withdrawn and the correct ester based polyurethane tube procured as a replacement, Ref. Slingsby Stock Code Number 126-36-002.

During the course of this inspection, ref. T67M260-T3A, ensure the vent pipe inlets are facing forward ref. Figure 1. The pipes are to be re-orientated through 180° to minimise the possibility of fuel in the vent line draining from the aircraft during flight. This action invokes a modification, Mod M701.

Draining of fuel into vent lines, normally associated with full fuel tank condition, has been known to create fuel fumes in the cockpit.

Further to Issue 1 of this Service Bulletin, a case has been reported on a T67C aircraft, of the incorrect orientation of the wing fuel vent pipe. This Service Bulletin is now updated to include the checking of the orientation (and length) of the fuel vent pipes on all wing tanked aircraft and to ensure on replacement of the pipe that it is correctly assembled to the aircraft.

Further to Issue 2 of this Service Bulletin, a case has been reported on a T67M260 aircraft, of possible icing on the vent, blocking the main vent and Ø2mm hole. On inspection Ø2mm hole was found to be less than 2mm. This Service Bulletin is updated to inspect and rectify 2mm hole.

Signature  Compiled	Signature  Design CVE	Signature  Slingsby Approval
Print Name M. J. Rutter	Print Name J. THORP.	Print Name D. W. GODDARD
Date 8 <sup>th</sup> August 2007	Date 3-9-07	Date 4-9-07
SLINGSBY ADVANCED COMPOSITES LIMITED Kirkbymoorside, York. YO62 6EZ Tel: 01751 432474 Fax No: 01751 433016 E-mail: mike.rutter@slingsby.co.uk		Page 1 of 4 Issue 3

**ACTION:**

1. **T67M260-T3A only.** Inspect the fuel tank vent pipes below the centre section.
  - i. If the vent pipes are found to be stiff and hard, replace.
  - ii. If the vent pipes do not appear to have a yellow cast to them, replace.
  - iii. If in doubt, replace.
2. Vent pipe inspection:
  - 2.1 **T67M260-T3A only.** During inspection or during course of replacement, re-fit vent tubes with opening facing forward. Form (see paragraph 2.3 below) Ø2mm diameter hole in aft face. Ref. Figure 1.

This action invokes Modification M701. Annotate in aircraft logbook "Mod M701 incorporated.
  - 2.2 T67C wing tank (Post Mod M156) only, T67M-MkII, T67M200 and T67M260. Inspect the fuel vent pipe for correct orientation and configuration, ref. Figure 1. If incorrect, re-assemble as shown. If necessary fit new item (SAL Stock Code 126-36-002, length 230mm), to the configuration shown in Figure 1, ensuring vent tubes opening faces forward and 2mm diameter hole is in aft face.

This action invokes Modification M701. Annotate in aircraft logbook "Mod M701 Incorporated if applicable
  - 2.3 **All aircraft.** Check the Ø2mm hole for correct size, if it is undersize, and then remove pipe and open hole up until it is of the correct diameter. This may be done by using oversize drill or oversize punch or forming with hot needle of the appropriate size.

Whichever method is employed it is recommended that the rework of the pipe is done off the aircraft; that if in doubt trial on scrap piece of vent pipe and ensure pipe is not damaged during rework.
  - 2.4 It is recommended that at every annual that the Ø2mm hole is checked for correct size and rectify as per paragraph 2.3 if applicable.
  - 2.5 Ensure during replacement of vent tube during the course of the aircrafts service that the vent pipes are fitted IAW this Service Bulletin, ref. Fig. 1.
  - 2.6 **All aircraft.** Ensure wing seals are correctly fitted, rectify or replace as required.

Maintenance Manuals will be amended to show Figure 1 and the requirements of this Service Bulletin.
3. **T67M260-T3A only.** Inspect the fluid line between the hydraulic brake reservoir and rudder pedal brake cylinders.
  - i. If the fluid lines are found to be swollen, especially at the clamp positions, replace. Note tube size is 3/8" o/d x 1/4" i/d.
  - ii. If the fluid lines are leaking at the clamp positions, replace.
  - iii. If the fluid lines feel soft when squeezed, replace.
  - iv. If the fluid lines do not appear to have a yellow cast, replace.

v. If in doubt, replace.

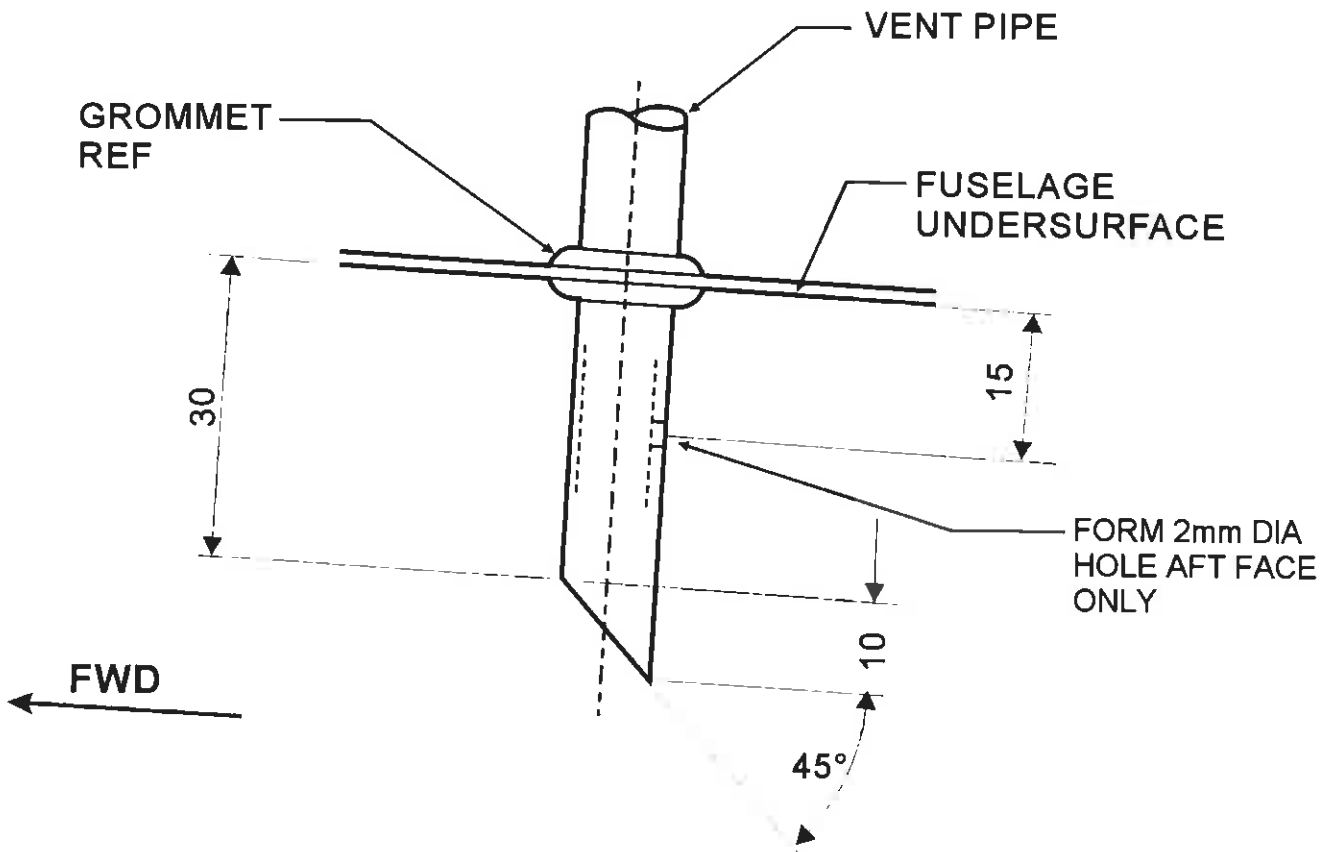
4. Recording action:

For **T67M260-T3A** only:

On completion of Actions 1, 2 and 3, annotate in aircraft logbook "SB 92 complied with".

For T67C, T67M-MkII, T67M200 & T67M260:

On completion of Action 2, annotate in aircraft logbook "SB 92 complied with".



All dimensions in mm.

FIGURE 1