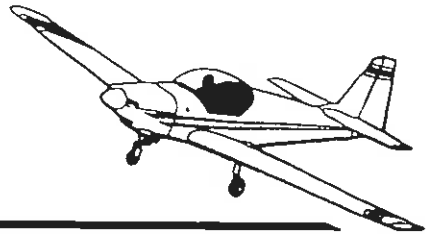
SLINGSBY AVIATION LTD



SERVICE BULLETIN

SB No. 72 Issue No. 2

TITLE

INSPECTION OF THERMOSTATIC BYPASS VALVES

CLASSIFICATION

This Service Bulletin has been classified Mandatory by Textron Lycoming

COMPLIANCE At next oil change, not to exceed 50 hours, and then annually thereafter

APPLICABILITY:

All T67 Series Aircraft.

Find attached Textron Lycoming Service Bulletin No. 518A which is reprinted in its entirety. This has been made Mandatory by Textron Lycoming and is not covered by CAA or FAA Airworthiness Directives.

This S.B. 72 Issue 2 which supersedes Issue 1, has revised compliance in line with Textron Lycoming Service Bulletin No. 518A which in itself supersedes Lycoming S.B. No.518.

ISSUED

9 FEB 1995

ISSUED BY:

for and on behalf of SLINGSBY AVIATION LIMITED

Kirkbymoorside, York YO6 6EZ England Tel 0751 32474 Telex 57597

Date 9th Feb 1995

TEXTRON Lycoming

Reciprocating Engine Division/
Subsidiary of Textron Inc.
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MANDATORY

SERVICE BULLETIN

DATE: February 3, 1995

Service Bulletin No. 518A
(Supersedes Service Bulletin No. 518)
Engineering Aspects are
FAA Approved

SUBJECT: Inspection of Thermostatic Bypass Valves

MODELS AFFECTED: All Textron Lycoming engines employing thermostatic bypass valves P/N 53E19600, P/N 75944, P/N LW-13230 and P/N 53E19980.

TIME OF COMPLIANCE: At next oil change, not to exceed 50 hours, and then annually thereafter.

Textron Lycoming has received reports that a number of thermostatic bypass valves are in service with loose crimp nuts. It has been shown that the nut can work free and drop into the engine causing engine damage.

All thermostatic bypass valves (except P/N 53E19600 with serial numbers 53788 and higher) must be inspected at next oil change, not to exceed 50 hours, with subsequent inspection each year thereafter. Thermostatic bypass valve P/N 53E19600 with serial numbers 53788 and higher are not subject to the initial inspection, but they must be inspected annually.

The thermostatic bypass inspection consists of two steps:

Step 1 is the dimensional inspection of the crimp nut. The crimp depth on the nut must be .160-.175 as shown in Figure 1.

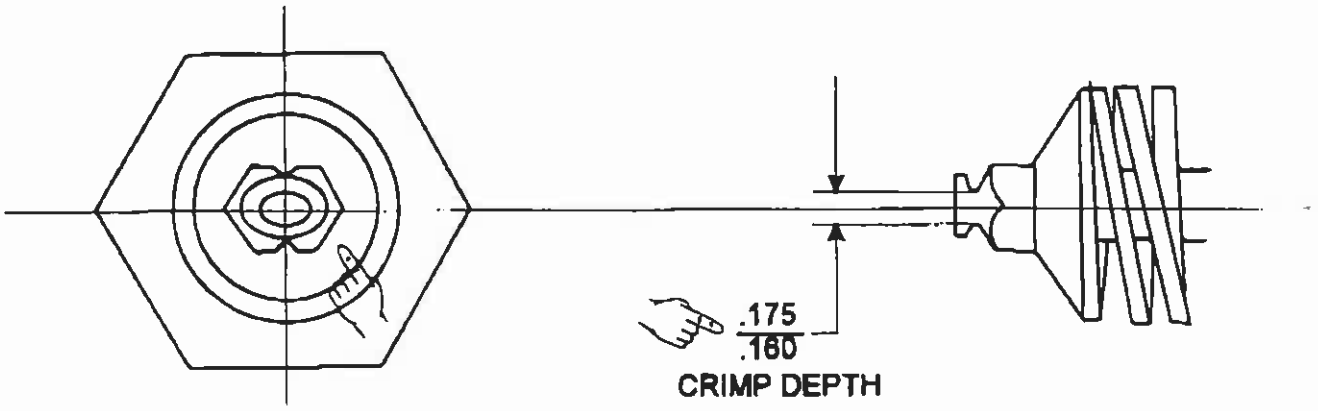

Figure 1.

Step 2 is the physical inspection of the crimp nut to ensure it is seated and solid on the shaft. Separate the seat and retaining nut by holding the valve assembly in one hand and compressing the valve spring with the forefinger and thumb. (See Figure 2.) With the seat and nut separated, grasp the crimp nut with the other hand and attempt to move it. The crimp nut must not move.

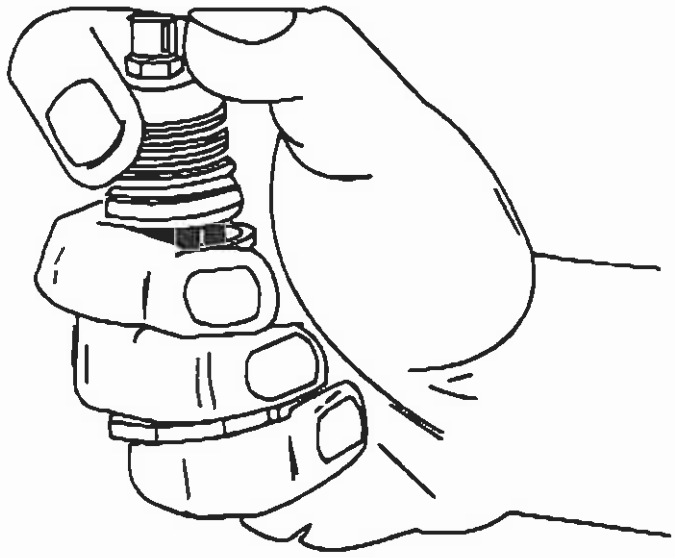

Figure 2.

If the thermostatic bypass valve does not meet either step of the inspection, it must be replaced immediately.

Make appropriate log book entries for each inspection.

Normal warranty policy applies.