

Service Bulletin

S.B. No: 162

Title: INSPECTION OF PITOT TUBE INLET PIPE AND LIGHTNING CONDUCTOR FOR CRACKING

Classification: This Service Bulletin has been classified by SAL as Essential

Compliance: Within the next 50 flying hours

Applicability: T67B, T67C Series, T67M, T67M-MkII, T67M200, T67M260 and T67M260-T3A

Issue 2 Adds lightning conductor inspection and rectification
Adds pitot tube removal instructions and placard
Figure 2 added

INTRODUCTION:

A number of cases have been reported of the pitot tube inlet pipe cracking at its entry point to the pitot head, resulting in a loss of indicated air speed. This Service Bulletin requires an inspection and, if necessary, replacement of the pitot tube.

Additionally, a case has been reported of cracked lightning conductor at the access holes indicated, ref Figure 2. An inspection is also required to check for any cracking in the lightning conductor and rectification as required.


ACTION:

1. Remove access panels indicated by Figure 2.
2. Carefully remove pitot tube from lower wing surface as follows:
 - i. Ensure that the master switch and heated pitot switch are both OFF.
 - ii. Remove two inspection panel covers, one next to the pitot head and one further aft near the flap centre bearing rib.

CAUTION

When removing the fragile pitot pressure pipe from the pitot head, use two wrenches working through both handholes at the same time.

- iii. Ensuring that the wrench on the pitot head pipe nut does not move, release the nut on the rigid pipe with the other wrench.

Approved by: 	Date: RD 23 MAR. 01.	Issue 2
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- iv. Remove the four crosshead screws holding the mounting bracket to the pitot head.
 - v. Carefully ease the pitot head out of the mounting bracket.
 - vi. Carefully remove the electrical connector.
3. Perform visual check for cracks in the inlet tube of the pitot in the area shown in Figure 1.
 4. Perform check port and starboard on lightning conductor for cracks.
 5. If no visual sign of cracking exists on the pitot, refit pitot tube. Re-fit in reverse order of removal, ref paragraph 2.

If in doubt, perform leak check.

If no cracking exists in lightning conductor, continue as paragraph 9.
 6. If signs of cracking exist in the pitot head tube, replace with a new item. Re-fit in reverse order of removal, ref paragraph 2. For purchase, please contact SAL Product Support Department.
 7. If cracking exists in lightning conductor, repair in accordance with T67B-03-029.
 8. Ensure pipe is properly supported (ref P-clip, Figure 1), and care is to be taken that inlet pipe is not stressed during installation and future maintenance. Note to this effect will be added to Maintenance Manual together with removal and installation procedure.
 9. Replace access panels.
 10. Attach placard T67B-00-305 as indicated by Figure 2. Both port and starboard access holes.
 11. Annotate in aircraft logbook "SB 162 complied with, Mod M934A incorporated".

For replacement parts or drawing, please contact SAL Customer Support Department.

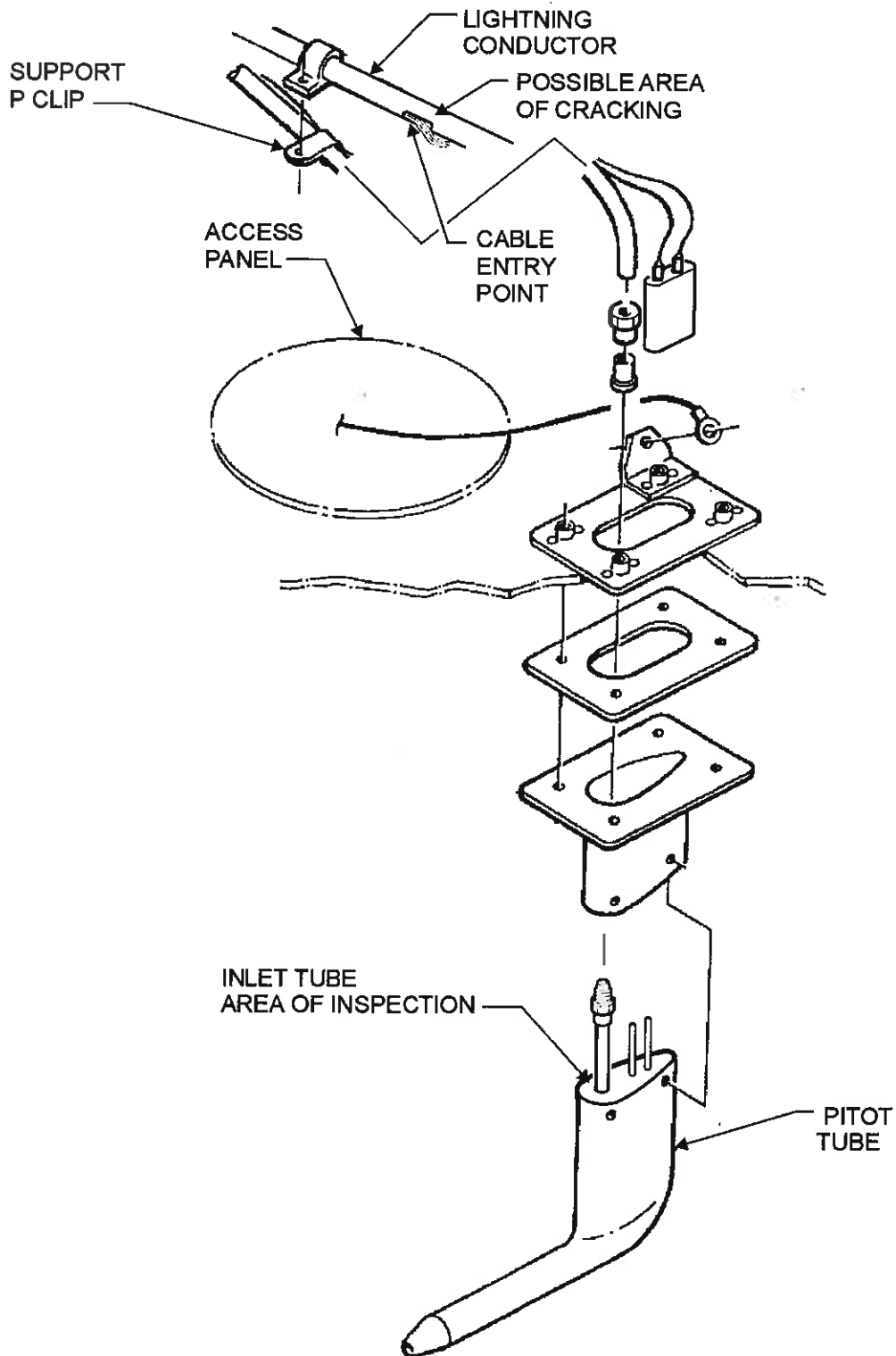


Figure 1 Pitot Tube Installation

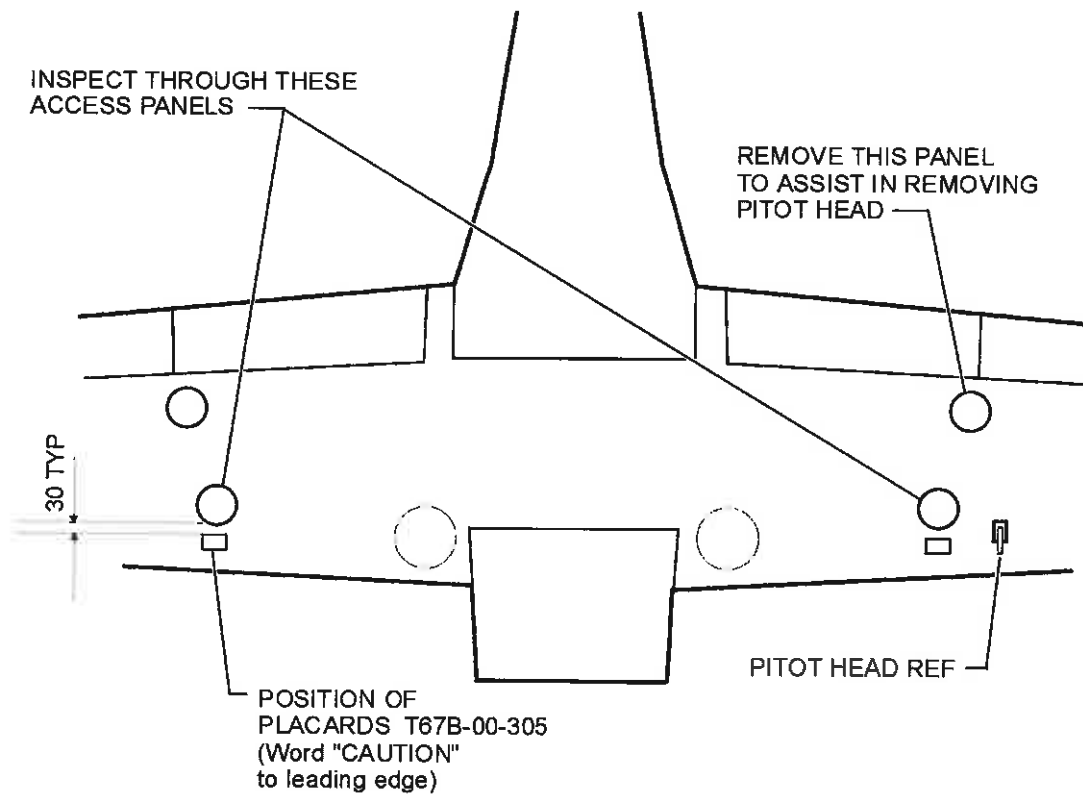


Figure 2 Showing Access Panels and Placard Position