**SERVICE BULLETIN**

SB No.

47

Issue No.

1

TITLE

STATIC SYSTEM BLOCKAGE.

CLASSIFICATION

This Service Bulletin has been classified as Advisory.

COMPLIANCE

At next annual inspection.

APPLICABILITY:

All T67 series aircraft.

INTRODUCTION:

An incident has occurred whereby the left hand static tube was found to be blocked. On investigation the blockage was found to be some brazing flux which had broken free of the static 'U' tube mounted on Frame 7.

ACTION:

1. Disconnect static tube from instruments and blow back through the system. Block off each static vent in turn and ensure that a free flow of air is present for both port and starboard vents.
2. If no blockages are present reassemble the static tube.
3. If a blockage is found remove the 'U' tube mounted on Frame 7 and if possible remove the blockage.
4. If it is not possible to clear the blockage fit a replacement 'U' tube assembly, reassemble the system and carry out the leak check in accordance with the following procedures.

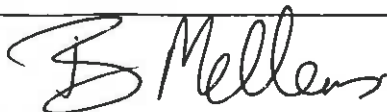
Note the following leak test is based on a test set.

2.1 Pitot Leak Check

- 2.1.1 Connect the Pitot head to the pressure outlet of the test set.
- 2.1.2 Seal the moisture drain hole in the Pitot.

ISSUED
16 AUG 1994

ISSUED BY:



Date

12/8/94

for and on behalf of **SLINGSBY AVIATION LIMITED**

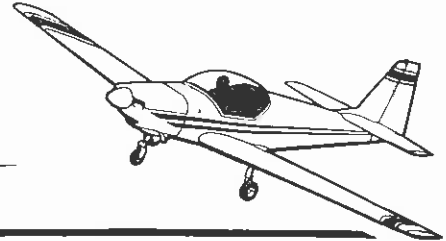
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Page

1

of

2

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CONTINUED

2.1.3 Apply pressure slowly until the instrument on the tester indicates 130 knots. The reading should not drop more than 5 knots in 3 minutes.

2.1.4 Return the reading to zero by unsealing the moisture drain hole.

2.2 Static Leak Check

2.2.1 Blank the static hole on one side of the Fuselage.

2.2.2 Connect the tester to the opposite static vent.

2.2.3 Apply suction slowly until the ASI of the test set reads 130 knots. The reading should not drop by more than 5 knots in 3 minutes.

2.2.4 Return the readings to zero by operating the release valve of the test set. Note that the aircraft Altimeter reading increases and remains high while suction is applied, whilst the aircraft Vertical Speed Indicator reading rises and returns to zero. On release of pressure the aircraft VSI will indicate downwards while the aircraft Altimeter reading falls and then returns to zero.

2.2.5 Repeat steps 2.2.1 to 2.2.4 for the opposite vent.

2.3 Alternate Static Check (Post Mod M485)

2.3.1 Repeat 2.2.1 to 2.2.3 above.

2.3.2 Select Alternate/Emergency. Rotate SLOWLY to avoid instrument damage.

2.3.3 Verify static pressure returns to zero.

2.3.4 Remove temp static vent blanks.

NOTE

- i) Apply pressure or suction slowly to avoid damage to Instruments Capsules.
- ii) During testing of the static system there will be an 'apparent' leak indicated by dropping off of the Altimeter reading. This is a normal indication and will stabilise when the differential across the Vertical Indicator equalises.
- iii) When aircraft parked, especially for any length of time, static vent plugs and pitot covers should be fitted, available from SAL. Remove before flight.

Approved:



Date:

12/8/94

Page

2

of

2.