

SERVICE LETTER

AA-SL-78-001

Exhaust System

1. Planning Information

1.1 EFFECTIVITY

HR200 and R2000 Series aircraft fitted with 2 into 1 exhaust system.

1.2 REASON

In October 1990, Avions Pierre Robin issued Service Letter 35 advising owners of the need to ensure the ball joints on 2 into 1 exhaust systems (see Fig 1) are set up correctly.



Fig 1

We are aware of at least one instance where this instruction was not followed and resulted in the exhaust system cracking. This can allow exhaust products to enter the cabin heating system.

The content of the original Service Letter is reproduced below under Accomplishment Instructions.

1.3 RECOMMENDED ACTION

It is recommended that the ball joints are inspected in accordance with the instruction in the original Service Letter to ensure lateral movement is present.

1.7 WEIGHT AND BALANCE

N/A

1.8 REFERENCES

Avions Pierre Robin Service Letter 35 dated 17-10-90.

1.9 OTHER PUBLICATIONS AFFECTED

N/A

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2. Accomplishment Instructions

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LETTRE DE SERVICE N°35/SERVICE LETTER N°35

OBJET

COLLECTEUR D'ÉCHAPPEMENT

AVIONS CONCERNES

DR 400 tous types
R 1000 tous types
HR 200 tous types
R 2000 tous types

* * *

Nous informons les propriétaires de ces types d'appareil que les trois collerettes en deux demi-coquilles qui font aussi office de rotules ne doivent pas être bridées.

Il faut s'assurer des deux points suivants :

- l'existence d'un jeu au niveau des trois rotules
- la possibilité d'un mouvement latéral de 1 cm environ de chaque côté au niveau de la sortie d'échappement (au niveau du raccord flûte / pot d'échappement pour les avions munis de flûtes). Le jeu doit être constaté sans effort (on ne doit pas bouger l'avion quand on vérifie le jeu).

Ce réglage entraîne une légère fuite au niveau des rotules qui doit être considérée comme acceptable.

Le collecteur peut criquer si ces deux points ne sont pas respectés.

SUBJECT

EXHAUST PIPE

AIRCRAFT AFFECTED

DR 400 all types
R 1000 all types
HR 200 all types
R 2000 all types

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We inform owners of this type of aircraft that the three flanges in two halves acting as ball-joints should not be fastened.

The two following points should be complied with :

- *a play should be noted at the three ball-joints*
- *a lateral movement of 1 cm each side approximately must be possible at the exhaust pipe end (for the aircraft equipped with silencer at the exhaust pipe to silencer link). This movement should be noted without effort (aircraft must not be moved during test).*

This setting leads to a slight exhaust gaz leakage at the ball-joints that should be considered as acceptable.

Exhaust pipe could crack if those two points are not complied with.



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