	<b>XtremeAir GmbH, Harzstr.2, D-39444 Hecklingen</b> Tel: +49 39267 60999 0, Fax: +49 39267 60999 20 www.xtremeair.de info@xtremeair.de	Document No. <b>SB-2014-004</b>
		Issue: A.01
DOA-Nr.: EASA.21J.360	<b>Service Bulletin SB-2014-004</b>	Date: 21.07.2014

## Priority 2 – Reliability

Subject: Wing tank fuel vent

Aircraft type affected: XA41-XA42

Serial numbers affected: MSN 101 – MSN 133; MSN 01 – MSN 07

Compliance: Strongly Recommended

Time of Compliance: During next service

Purpose: To notify owners of the above mentioned aircraft of an improvement on the wing fuel vent system.

Background: The wing tank vent lines have a possibility of being obstructed against the wing spar due to production tolerances. This can be a problem during long cross-country flights where the fuel selector is not operated according to the AFM chapter 4.8 (switched between the LH and the RH wing tank each 30 minutes). The reliability of the fuel vent line system is improved by performing this service bulletin.

Manpower: Inspection: Thirty (30) minutes.  
Change of vent tube: Five (5) man-hours

Materials: The following parts kit should be ordered through [spares@xtremeair.de](mailto:spares@xtremeair.de):


(1) ea. XA42-2820-131 Vent tube assembly LH  
 (1) ea. XA42-2820-132 Vent tube assembly RH  
 (-) ea. Safety wire  
 (-) Sealer PR-1440A (alternative: PR-1422 A2)

Accomplishment Instructions:

### **Inspection on both wing tanks:**

1. Empty the wing tank.
2. Remove the wing tank filler cap and identify through the opening the fuel vent tube on the tank plate.
3. Check the vertical movement of the vent tube. Check if it is possible for the tube to move to a nearly horizontal position

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against the wing spar by which the fuel vent could get obstructed. (See Figure 1).

4. In case it could be obstructed, continue performing this service bulletin.


#### **Steps to change the vent line for both wing tanks:**

1. Remove the wing iaw AMM chapter 20-20-03 and place the wing upside down.
2. Remove the wing tank plate (P/N XA42-2820-151/-154) (LH/RH)
3. Bond the XA42-2820-131/-132 (LH/RH) vent tube assembly as shown in Figure 2.
  - a. Bond with sealer PR-1440A (alternative: PR-1422 A2)
  - b. Make sure the vertical part of the vent tube is in the corner between Spar and the root rib (See Figure 2).
  - c. Make sure the last end of the tube is in the corner between the upper wing shell and the root rib (See Figure 2).
  - d. Apply the sealer over the complete vertical part and when possible partly over the upper part. In those regions, cover the tube completely with sealer (See Figure 2).
- e. **IMPORTANT:** Keep the vent tube assembly in position and let the sealer dry during at least 24 hours.
- f. Check if the vent tube is correctly bonded by pulling slightly. In case it is not, remove the sealer carefully and repeat the process.
4. Remove the old vent tube from the tank cover (P/N XA42-2820-151/-154) (See Figure 3).
5. Reinstall the tank cover (P/N XA42-2820-151/-154), install the vent hose from inside the tank (P/N XA42-2820-131/-132) on the tank cover fitting (SCN-PK-6) and secure the connection with safety wire (See Figure 4).
6. Check that the vent line is not obstructed.
7. Reinstall the wing in reverse order iaw AMM chapter 20-20-02.

**ATTENTION!** Make sure the lateral hole and the end hole of the tube are not obstructed by the sealer.

Report accomplishment of the service bulletin via email to [support@xtremeair.de](mailto:support@xtremeair.de), stating aircraft serial number and registration number.

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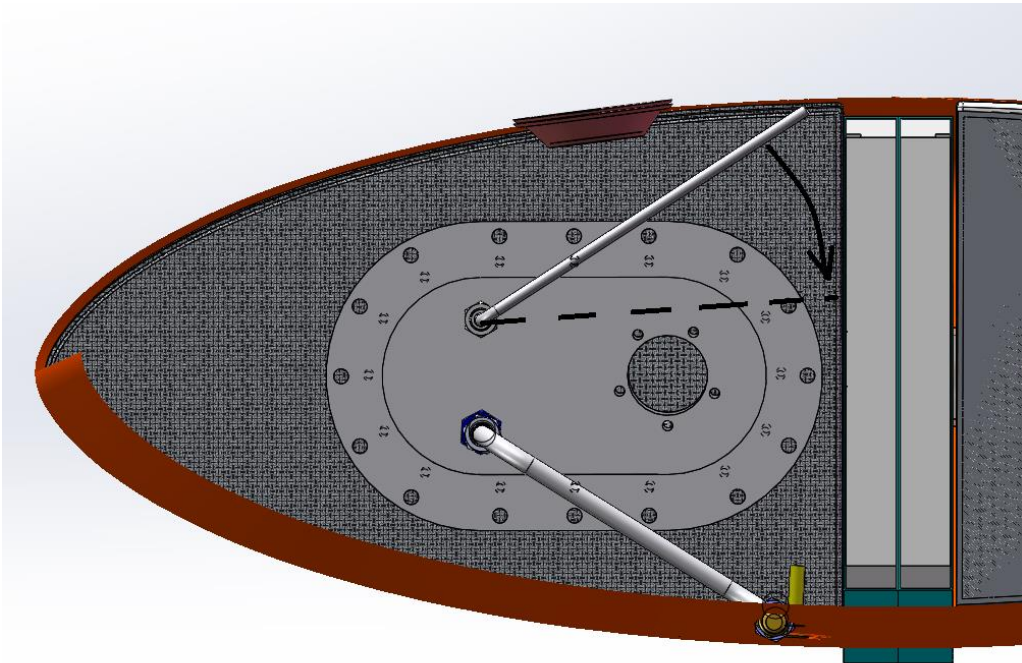


Figure 1: Vent line possible vertical movement to near horizontal position against the wing spar. (View on the inside of LH wing tank).

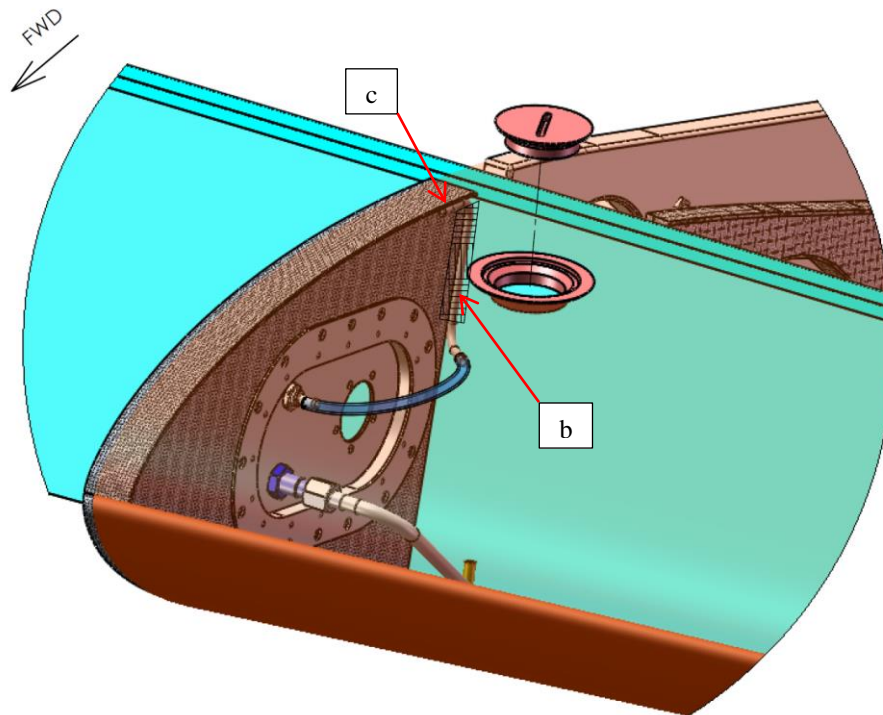


Figure 2: Fuel vent line system (LH)

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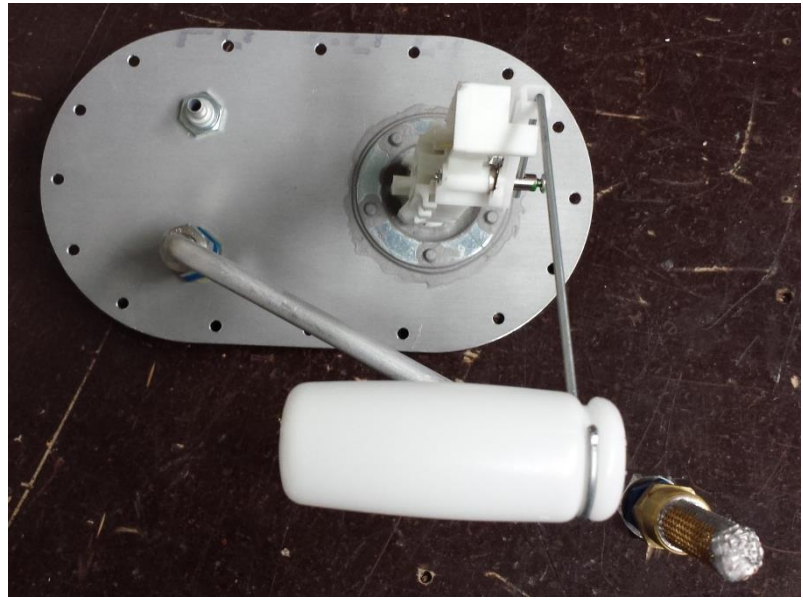


Figure 3: XA42-2820-151 A.04 Gas cap assembly (LH)

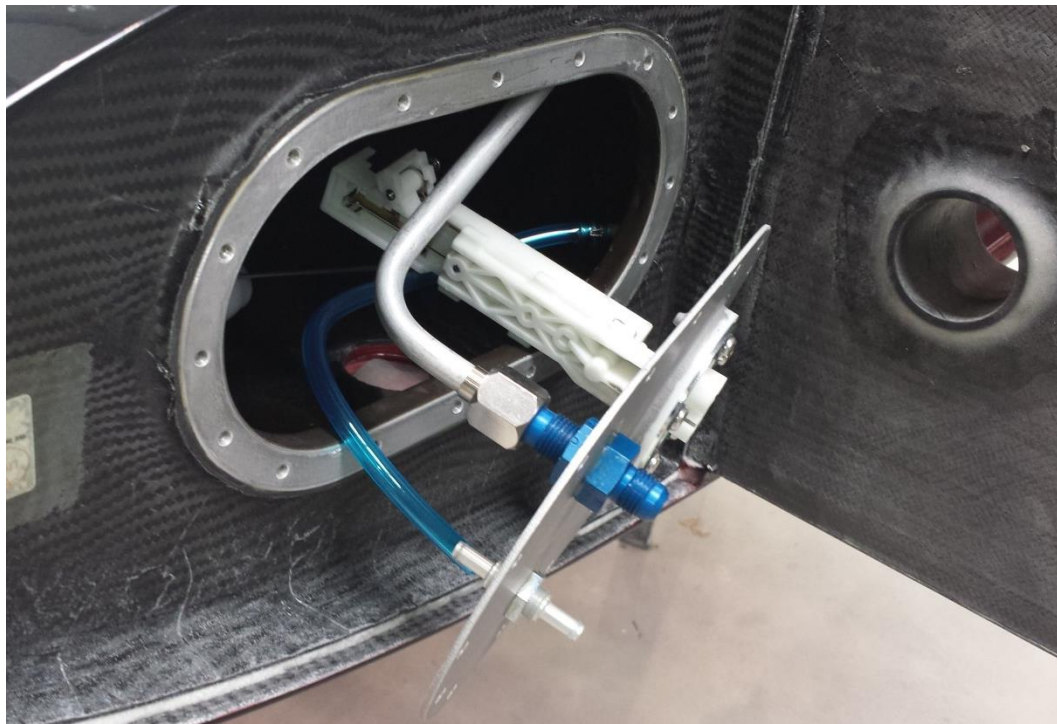


Figure 4: Assembly of tank plate (LH) Note: Wing is upside down.

Approval:

The technical information contained in this document has been approved under the authority of EASA Design Organisation Approval no. EASA.21J.360.

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