SERVICE BULLETIN: # SB-066

DATE: 17 November 2018

TO: ALL CH 7 AND CH77

AFFECTED PRODUCTS: CH77 Ranabot , CH7 Kompress Charlie , CH7 Kompress , CH7 Kompress Cha

PRODUCTS / SERIALS: SB66

SUBJECT: PROTECTION GAS WIRE AND FUEL LINES

INSPECTION: MANDATORY NEXT PRE FLIGHT CHECK

REPLACEMENT:

COMPLIANCE PROCEDURE:

SB66 PROTECTION GAS WIRES AND FUEL LINES
Planning/Information

1.1 Reason: Field experience has shown the need to upgrade and protect the gas wires' sheaths and the fuel lines from possible breakage of the engine pulley cooling fan.
1.2 Subject: Protect the gas wires' sheaths and the fuel lines

1.3 Compliance
Application required in the next pre-flight inspection. The application of SB66 must be compliant with the installation instructions that follow in section 3.
WARNING! Not complying with the installation instructions given in section 3 can result in damages to the aircraft, personal injuries or death.

2) Material-cost and availability
Prices and availability will be provided by CH7 Helisport HELICOPTER, Authorized Sellers or CH7 SERVICE CENTER
2.1 The Company
Shipping costs, downtime, loss of income, telephone costs etc., labor and/or additional work, are not covered or refunded by CH7 Helisport HELICOPTER.
2.2 Material
required parts:
qty. 2 carbon plate only for CH77 EPA SA-R 917 Ti model qty. 1 CH77 EPA 914 SA-R
qty. 8 clamps plastic 4.8x195N mm for CH77 model
qty. 4 clamps plastic 4.8x195N mm for CH7 model

qty. 2 clamps AD1 12.8 mm only for CH7, CH77 model with carburetors engines equipped
2.4 Special equipment / Grease / Glue / Sealing compound.
NO
Rework of parts
NO
3) Instructions

Before maintenance, thoroughly review the entire documentation in order to clearly understand the procedures and requirements and avoid errors. All measures must be taken and confirmed by the following persons/facilities:
CH7 Helisport HELICOPTER
CH7 SERVICE CENTER
Technicians approved by CH7 Helisport HELICOPTER

3.1 HOW TO protect the gas wires' sheaths and the fuel lines
See enclosed picture: (1)
CAUTION! Apply points 1-2-3-4-5-6-9-10-11 only to CH7 models

1) Drain the left main tank.
2) Number the fuel pipes before disconnecting them.
3) Disconnect the fuel pipes and the fastening belts; remove the tank.
4) Disconnect the sheaths and the gas pipes by unscrewing the M3 hexagon socket head screws with a lock nut, and loosen the AN3 clamp sheaths.
5) Let the sheaths through as in pictures (1) for CH7 models and (2) for CH77 models
CAUTION! If the sheaths or the cables are not long enough, proceed to change them.
6) Disconnect the fuel pipes from the pressure regulator and insert them (Picture 3 – CH7); disconnect the fuel pipe from the pressure regulator and let through externally (Picture 2 – CH77Ti).
CAUTION! Apply points 5,6,7,8 to models CH77 EPA 917Ti
CAUTION! Apply points 5 and 7 only to models CH77 EPA SAR 914

7) Apply on the left side a 3mm protection cable plate and fasten with 8 x 4.8mm Tire up hose clamps (Picture 5); fasten with 2 Tire up clamps the gas sheaths on the left side.
8) Apply the 3mm protection cable plates and fasten with 8 x 4.8mm Tire up hose clamps (Picture 6) and fasten the fuel pipes on the right side. Use rubber spacers to fasten the fuel pipes.
9) Fasten the fuel pipes, the gas cables and the air control cable to the tank support plate (Picture 1)
10) Carry out the setting of the pneumatic synchronization carburetors . (see Rotax 914 UL Maintenance Manual per section 12.3 www.flyrotax.com)
11) Bring the aircraft back to the initial conditions, as per the Assembly and Maintenance Manual.

3.3 Summary
All above instructions (section3) must be carried out in accordance with section 1.3 on Compliance.
The application of this bulletin is to be transcribed on the aircraft maintenance log.

Approval translation in any case the original text in Italian and metric unit (SI-system) are authoritative.

FIG. 1

FIG.2

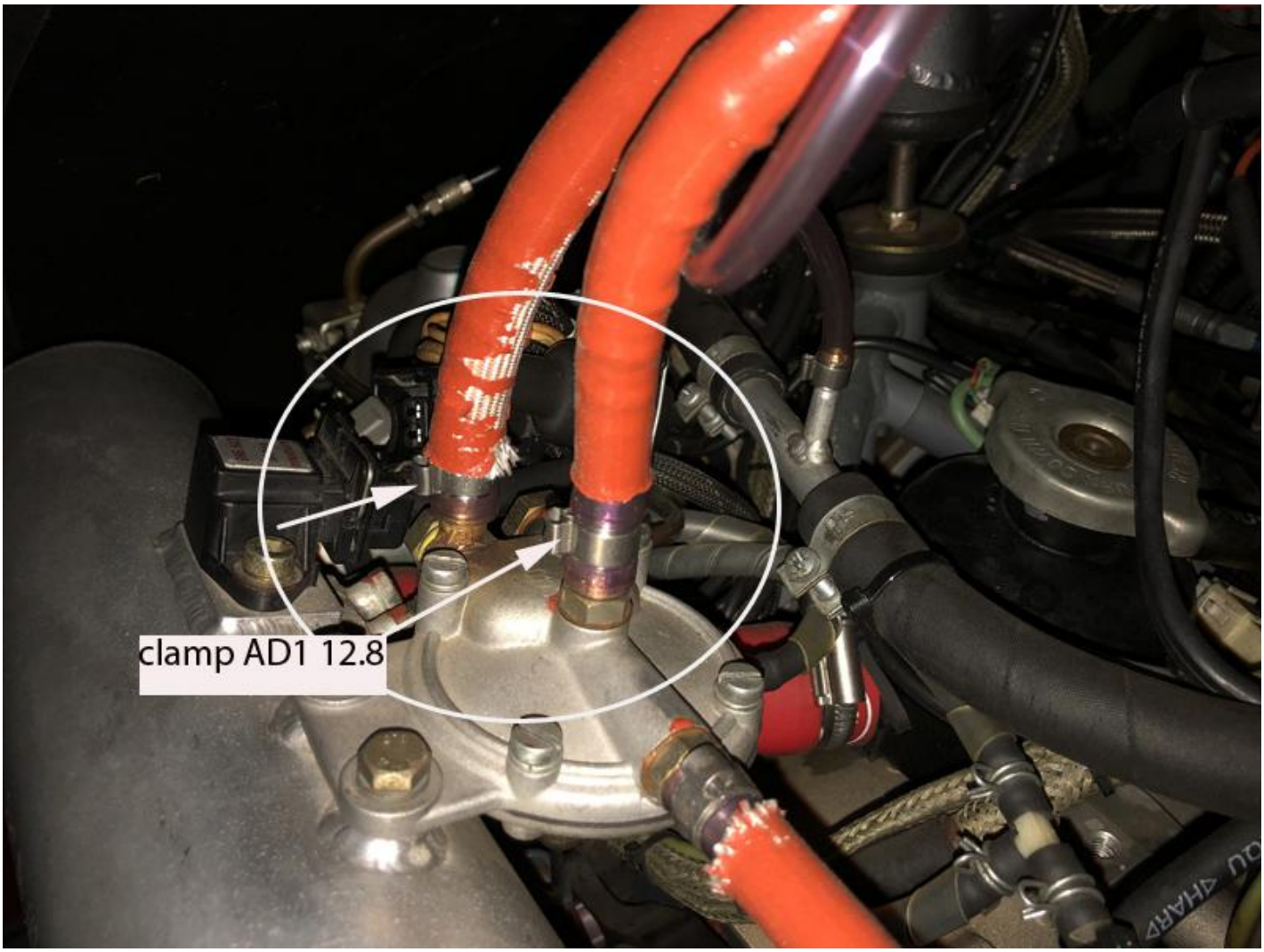

FIG.3

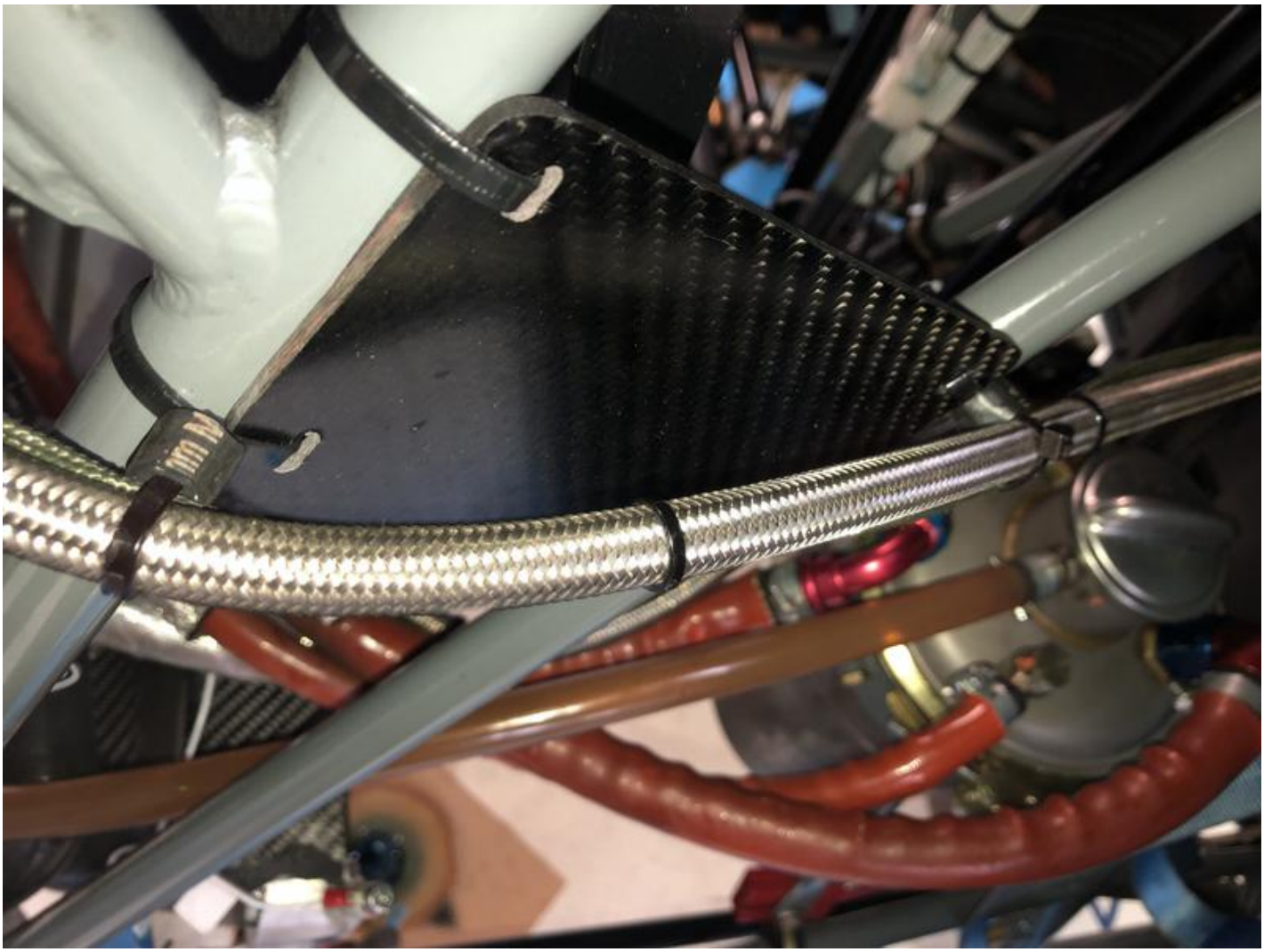

FIG.5

FIG.6