

**Service Letter Number:** 56

**Date:** 4/19/00 (Reprinted May, 2005)

**Subject:** Inspection and Cleaning of Airborne Air Filter Elements.

**Applicability:** Airborne Air Filter Elements with the following part numbers/date codes which have not been inspected per this service letter as identified in step number seven (7) of the procedure listed below. These components were shipped from Airborne between 1/1/99 and 3/31/00.

<u>Item</u>	<u>Part Number (P/N)</u>	<u>Date Code</u>
Air Filter Element	D9-14-3 (See Note 1)	1AR thru 12AR and 1AT thru 3AT
Air Filter Element	D9-14-5 (See Note 2)	1AR thru 12AR and 1AT thru 3AT
Air Filter Element	D9-18-1 (See Note 3)	1AR thru 12AR and 1AT thru 3AT

Note 1: The D9-14-3 is used in the 1J2-2 Air Filter Assembly.

Note 2: The D9-14-5 is used in the 1J2-1, 1J2-5 and 1J2-6 Air Filter Assemblies.

Note 3: The D9-18-1 is used in the 1J7-1 and 1J7-2 Air Filter Assemblies.

**Background:** Field reports indicate the possibility that loose particles of a black elastomeric compound may not have been completely removed from these air filter elements during the manufacturing process.

**Recommendation:**

Within the next thirty days, inspect/clean the air filter elements listed above and also the associated pneumatic system plumbing per the following procedure:

- 1) Remove the affected air filter element from aircraft per the instructions outlined in the appropriate maintenance/service manual provided by the airframe manufacturer.
- 2) Inspect the inner diameter of the black end piece(s) of these elements for flashing (Figure 1). Remove all flashing using a sharp knife. Caution: Do not cut the paper filter portion of the element.

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- 3) Tap the element lightly on a clean work surface in order to remove any loose particles from between the pleat tips on the inside of the paper filter (Figure 2).
- 4) Inspect the inner diameter (pleat tips) of the paper filter for black residue (Figure 3). Remove all loose residue using the “sticky side” of a strip of masking tape attached to the end of a blunt instrument.
- 5) Seal one end of the element using a plug. Then, use a heavy-duty vacuum cleaner (e.g. shop vac) to remove all loose particles from inside the element.
- 6) Thoroughly inspect all internal surfaces of the element for any loose particles. Remove any remaining loose particles using any combination of the above steps. Note: The wicking of black potting material onto pleats of paper filter is acceptable (Figure 4).
- 7) Identify the element as having been inspected per this service letter by permanently marking (ink stamp, magic marker, etc.) the number of this service letter (“56”) on an exterior surface of the element. Note: This marking should be clearly visible once the element is installed back into the aircraft.
- 8) Remove the applicable pneumatic system hoses/lines as outlined below:

Vacuum System: Hoses/lines between system inlet filter and gyro instruments.

Pressure System: Hoses/lines between system inlet filter and dry air pump.

- 9) Clean hoses/lines using a heavy-duty vacuum cleaner (e.g. shop vac) and then reinstall.
- 10) Reinstall the clean air filter element per the instructions outlined in the appropriate maintenance/service manual provided by the airframe manufacturer.
- 11) Perform an operational check of the complete pneumatic system per the instructions outlined in the appropriate maintenance/service manual provided by the airframe manufacturer.
- 12) Any questions regarding this service letter should be directed to Airborne’s Customer Support Team as follows:

Toll Free Phone Number: 800-382-8422

Direct Phone Number: 440-284-6215

Fax Number: 440-284-6208

E-Mail: techhelp@parker.com

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