

Title: MTO2017 Oil Breather hose routing		
AG-SB-2023-01-C-EN	Effective Date: 01.04.2023	Compliance Category: A - MANDATORY B - RECOMMENDED C - OPTIONAL
Applicability		
Aircraft type & model: MTO2017	Affected Serial number(s): All MTO2017 produced before 07/2021	
The maintenance manual to be referenced is this stated or subsequent issue.		As per AutoGyro website
This form is the response from AutoGyro GmbH either against a problem found in the product in service requiring a containment or rectification action, or as service information for aircraft modification incorporation. For help, contact airworthiness@auto-gyro.com.		

Documentation (Service Bulletin Completion action)

The accomplishment of this Service Bulletin, or the decision of its rejection, must be properly documented within the aircraft records, in line with the requirements of the responsible aviation Regulatory Authority.

A worksheet may be attached to this bulletin to aid correct embodiment of this SB. This should be completed and retained with the aircraft records.

Category Codes

- | | |
|-----------------|---|
| A – Mandatory | – failure to comply result in a significant reduction of flight safety, injury or death |
| B – Recommended | – failure to comply may result in reduced safety margin, injury and/or equipment damage |
| C - Optional | – improves operating behavior, reliability and/or maintainability |

Document approval signatures

Head of Engineering	Head of Airworthiness
The technical content of this document is approved under the authority of the UK CAA Design Organisation Approval Ref: DAI/9917/06	

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Reason and overview of the Service Bulletin (cause of problem if known)

The oil breather hose is connected from the top of the oil tank into the stainless steel frame of the aircraft. The oil vapour of the engine should go overboard via the frame below the aircraft. Due to the fact that the frame has several openings in different places, it has been found in service that, in some circumstances, the oil vapour may be vented such that the occupants notice an oil smell.

This situation has been improved by extending the oil vent hose such that it leads directly to the lower end of the airframe cell where the oil vapour is blown away beneath the aircraft.

Manpower estimates

A max. of 1 hour is estimated to remove the oil hose from the frame and replace it by the longer one and fix it as shown in the pictures.

Compliance

There are no compliance requirements associated with this SB.

Customer Support

Can be contacted for questions

Tooling required

Standard tools

Weight and Balance Effects

None

Manuals affected

POH & AMM AutoGyro is not affected

Previous Modifications that affect the SB

None

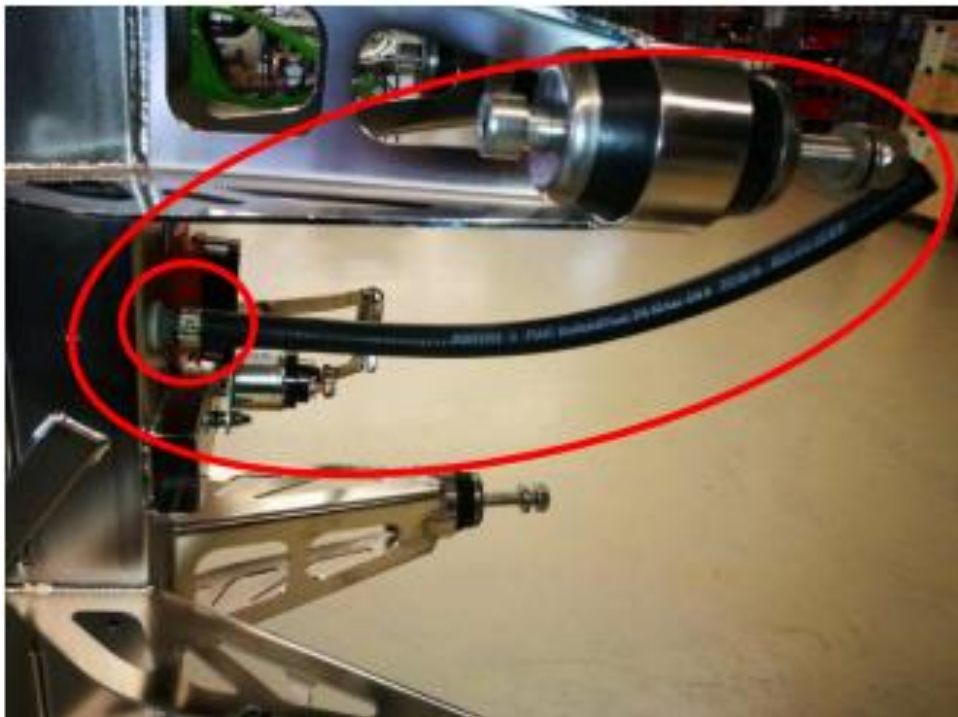
Accomplishment instructions (Action required to implement this bulletin):**Procedure**

Remove the old oil breather hose from the tank and the mast. Install the new oil breather hose on the oil tank and fix it as shown on the pictures below.

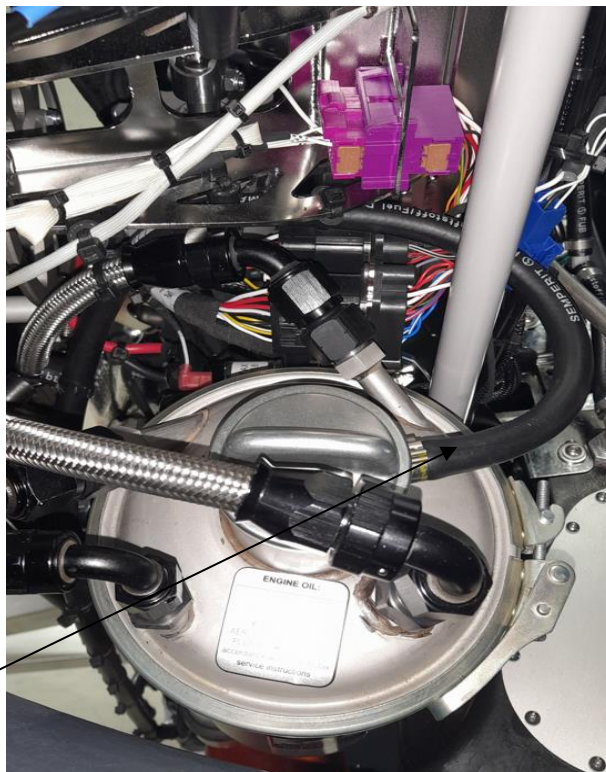
Ensure that there is a cut in the hose near the tank in the same position as the removed hose. This cut is to allow the engine to oil system to breath in the event that the moisture in the lower part of the breather tube freezes in flight.

Illustrations

Old version of oil breather hose routing:



New routing of oil breather hose:



Breather hose





Breather hose

Any life-limit changes must be recorded within the aircraft documentation, in line with the requirements of the country of operation.

NIL

Material information (Parts required to be made to implement this service bulletin):

NIL

List of components (with purchasable part numbers)

PN 44847 Oil Tank breather 912/914 (2017)

Interchangeability

Not affected

Parts disposition

- a) Disposal requirements – None
- b) Environmental hazards of parts containing hazardous materials – NIL
- c) Scrap requirements (e.g. mutilate scrapped items beyond use) – NIL