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MANDATORY SERVICE BULLETIN

PACSB / XL / 109
ISSUE 1

FUEL PICKUP ASSEMBLY – LEADING EDGE TANKS

1. PLANNING INFORMATION

A. EFFECTIVITY

MODEL	S/N
750XL	177, 186 up to and including 213, and 220
750XL	8001 and 8002

B. REASON

During a review of the installation of the wing leading edge tank fuel pickup assembly, it was found that this part may have been installed pre-stressing the Wing Spar Web and/or the Pickup Assembly Pipe.

C. DESCRIPTION

Part A: Inspection of the Wing Leading Edge Tank Fuel Pickup Assembly.

Part B: Corrective actions (if necessary).

D. COMPLIANCE

Within the next 165 flight hours, inspect and apply the correction actions (if necessary).

NOTE: It is recommended that this is completed at the same time as Service Bulletin PAC/XL/099, if this has not already been completed.

E. APPROVAL

By delegated authority.

F. TOOLING

N/A.

G. WEIGHT AND BALANCE

No change.

H. REFERENCE

750XL Maintenance Manual.

I. HOURS REQUIRED

Part A – 1 Hour.
Part B – 4 Hours.

J. WARRANTY COVER

Normal Warranty conditions apply.

2. ACCOMPLISHMENT INSTRUCTIONS

NOTE: All procedures below described must be applied on each Wing Leading Edge Tank (LH and RH).

PART A – Inspection of Wing Leading Edge Tank Fuel Pickup Assembly

1) Drain the fuel from the wing tanks (Ref. 750XL MM, Chapters 12 and 28).
2) Remove the Wing Leading Edge Tank Fuel Caps.
3) Inspect the Support Bracket which connects the Pickup Assembly to the Wing Former (See Figure 1):
   - If the angle of the Support Bracket is greater than 90º, this indicates that the flange of the bracket supporting the P Clip has been pulled aft and the Fuel Pickup assembly **is** likely under stress. Continue on Step 4).
   - If the angle of the Support Bracket is 90º, this indicates that the Fuel Pickup assembly **is not** under stress, and then no further rectification action is required. Go to Step 10).
4) Remove the underwing Fuel Tank Access Panel adjacent to the Pickup Assembly. Retain the panel and screws.
5) Observe the gap between the aft end of the Pickup Filter and the edge of the Fuel Sump Cutout.
6) Loosen the screw attaching the P Clip to the Support Bracket and check (See Figure 1):
   - If the Pickup Assembly Pipe springs aft towards the wing spar (i.e. if the gap between the Pickup Filter and the edge of the Cutout is seen to decrease and there is a gap between the P Clip and the Support Bracket), then a corrective action will be required. Go to the Part B of this Service Bulletin.
   - If no spring-back is observed and the P Clip can be reattached without stressing either the Pickup Assembly tube or the Attachment Bracket, then no further corrective action is required. Continue on Step 7).
7) Clean mating surfaces of Fuel Tank Access Panel and the Wing Skin to remove all traces of fuel and sealant.
8) Re-install the Fuel Tank Access Panel to the wing using a new Gasket P/N 11-20397-1 and the existing screws. The Low Adhesive Sealant AMS 3284 must be applied on Fuel Tank Access Panel before the installation.

   NOTE: Allow Sealant to cure (refer to instructions supplied with sealant) before refuelling the aircraft.

9) Refuel the aircraft and inspect visually the wing for signs of fuel leakage.
10) Reinstall the Wing Leading Edge Tank Fuel Caps.

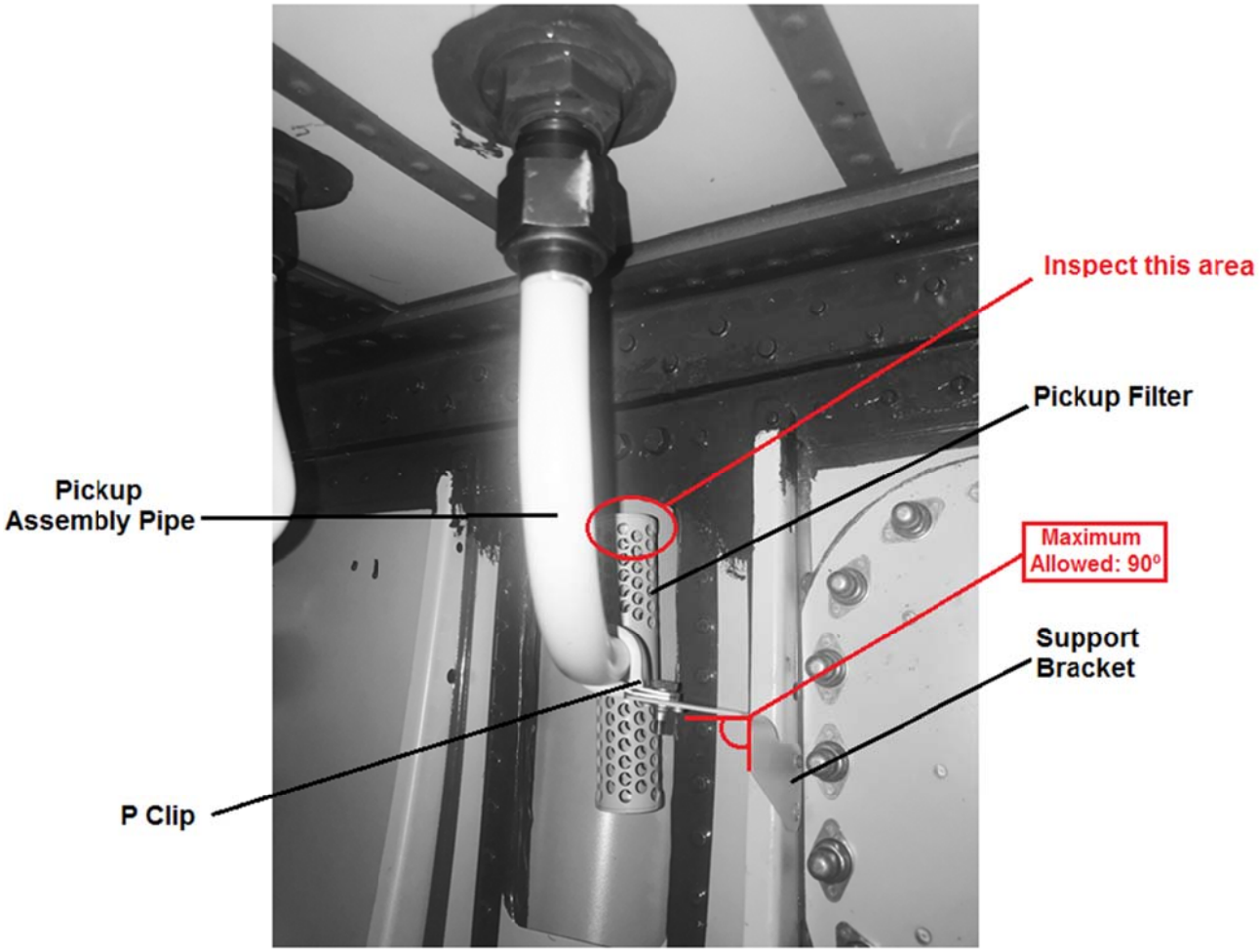

FIGURE 1 INSPECTION AREA – LH WING VIEW (RH WING VIEW IS OPPOSITE SIDE)

PART B – Corrective Action

1) Inspect the Wing Spar Web for cracking adjacent to the attachment of the Fuel Pickup Assembly.

   - If cracking is found, contact Pacific Aerospace Fleet Support to enquire about details for a repair scheme. No further flight is permitted until such cracking is repaired.

2) Inspect the clearance between the Pickup Filter and the Fuel Sump Cutout.

   - If the aft end of the Pickup Filter **is** touching the edge of the Fuel Sump Cutout, the Fuel Pickup Assembly installed must be replaced by the Fuel Pickup Assembly P/N 11-57031-1.

   NOTE: The replacement part is manufactured with a revised horizontal pipe length (approximately 0.50" longer than the removed item) and will be suitable for installation without pre-stressing the Fuel Pickup Assembly, the Support Bracket or the Wing Spar Web.

- If the aft end of the Pickup Filter **is not** touching the edge of the Fuel Sump Cutout, there are two options to correct this issue (choose which is the most suitable):
  a) Replace the installed Fuel Pickup Assembly by the P/N 11-57031-1 (as indicated above). **or;**
  b) Inspect visually the Fuel Pickup Assembly for cracking. If no cracking is found then the existing Fuel Pickup Assembly may be refitted with Distance Tube (Spacer) P/N 11-57613-1 (installed between the P Clip and the Support Bracket) as follows:
     i. Measure the no-load distance between the P Clip and the Support Bracket (nominal distance will be up to 0.50").
     ii. If the measured distance is less than 0.50" then the distance tube may be trimmed in length to suit (See Figure 2). If the measured distance is more than 0.50", replace the Fuel Pick Assembly as indicated on step a).
     iii. Reattach the P Clip using a bolt P/N AN3-10A (or other AN3 bolt of the appropriate length to suit the installed distance tube).

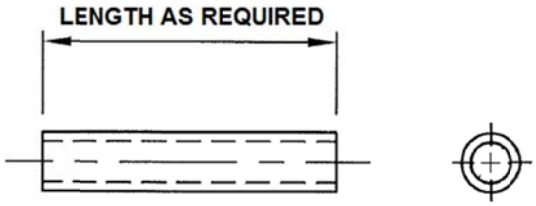

FIGURE 2 DISTANCE TUBE (IF REQUIRED)

3) Go to Step 7) of Part A.

3. CERTIFICATION

Record compliance with this Service Bulletin in the Aircraft Log Book.

4. MATERIAL REQUIRED

Description	Part Number	Qty Required
FUEL PICKUP ASSEMBLY	11-57031-1	2
DISTANCE TUBE	11-57613-1 (OR NAS42DD6-32)	2
BOLT	AN3-10A	2
GASKET	11-20397-1	2
SEALANT – LOW ADHESION	AMS 3284	A/R