

SERVICE INFORMATION LETTER

FROM: JetProp LLC

14 Jan 02

SUBJECT: AC/ALT Mount Drain and Drain Can

TO: JetProp Owners (Unless already upgraded)

The PT6A-34 accessory drive pad used for the air conditioner and alternator drive provides a small amount of engine oil to lubricate the spline drive. This thin engine oil can migrate through the bearing into the AC/ALT Mount in some cases. To prevent engine oil from leaking into the engine compartment, a drain has been added to the AC/ALT Mount. Attachment 1 to this service information letter describes the procedure for installing the drain and drain line for the AC/ALT Mount. It is recommended by JetProp LLC that this drain be installed at the next annual/100 hour inspection or during other maintenance requiring the removal of the bottom cowling. In addition, JetProp has added a small drain can to eliminate some of the hoses extending out of the bottom of the cowling, cleaning up the installation. JetProp LLC recommends this drain can be installed at the same time the AC/ALT mount drain is installed, if desired by the owner. Attachment 2 to this service information letter describes the procedure for installing the drain can. If there are any questions, please contact Rich Runyon in Engineering or Curtis Vandegriffe the chief of maintenance at (509) 535-4401.

Rocket Engineering is dedicated to continuing to improve the JetProp DLX Conversion and to supporting our customers.

Sincerely,

Darwin C. Conrad
President
JetPROP, LLC

Attachment 1. AC/ALT Mount Drain Installation
Attachment 2. Drain Can Installation

Attachment 1 AC/ALT Mount Drain Installation

1. Preparation.
 - a. Remove the top and bottom cowling.
 - b. Remove the generator access panel on the firewall.
 - c. Remove the oil cooler assembly to gain easy access to the bottom of the AC/ALT Mount.
 - d. Locate the drain hole at approximately the middle of the bottom of the AC/ALT housing as shown in Figure 2. Make sure the hole is located far enough away from the web on the bracket to allow room to drill the drain hole using a drill stop or the chuck of the drill as the stop.

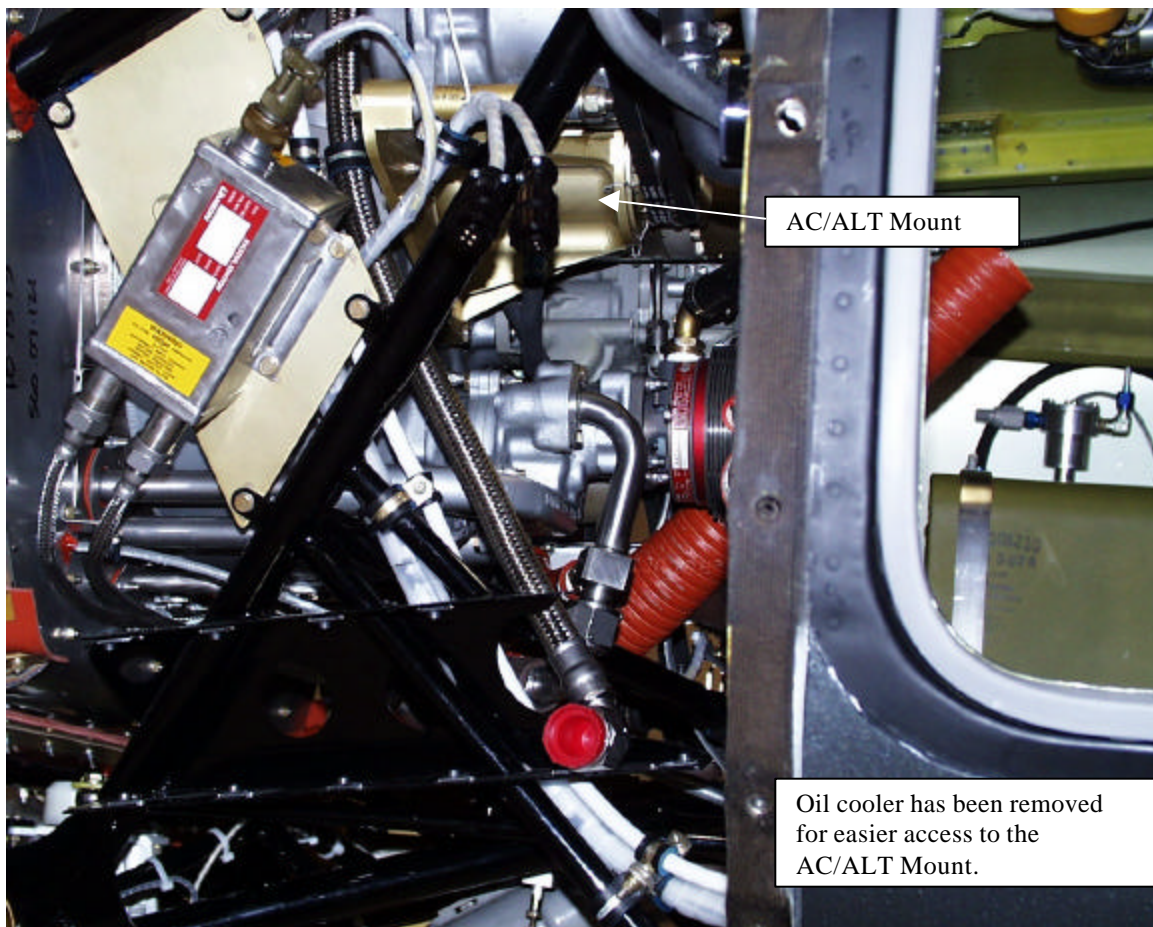


Figure 1-1. Preparation

2. Installation.

- a. After locating the drain hole position, use a center punch and mark the location.

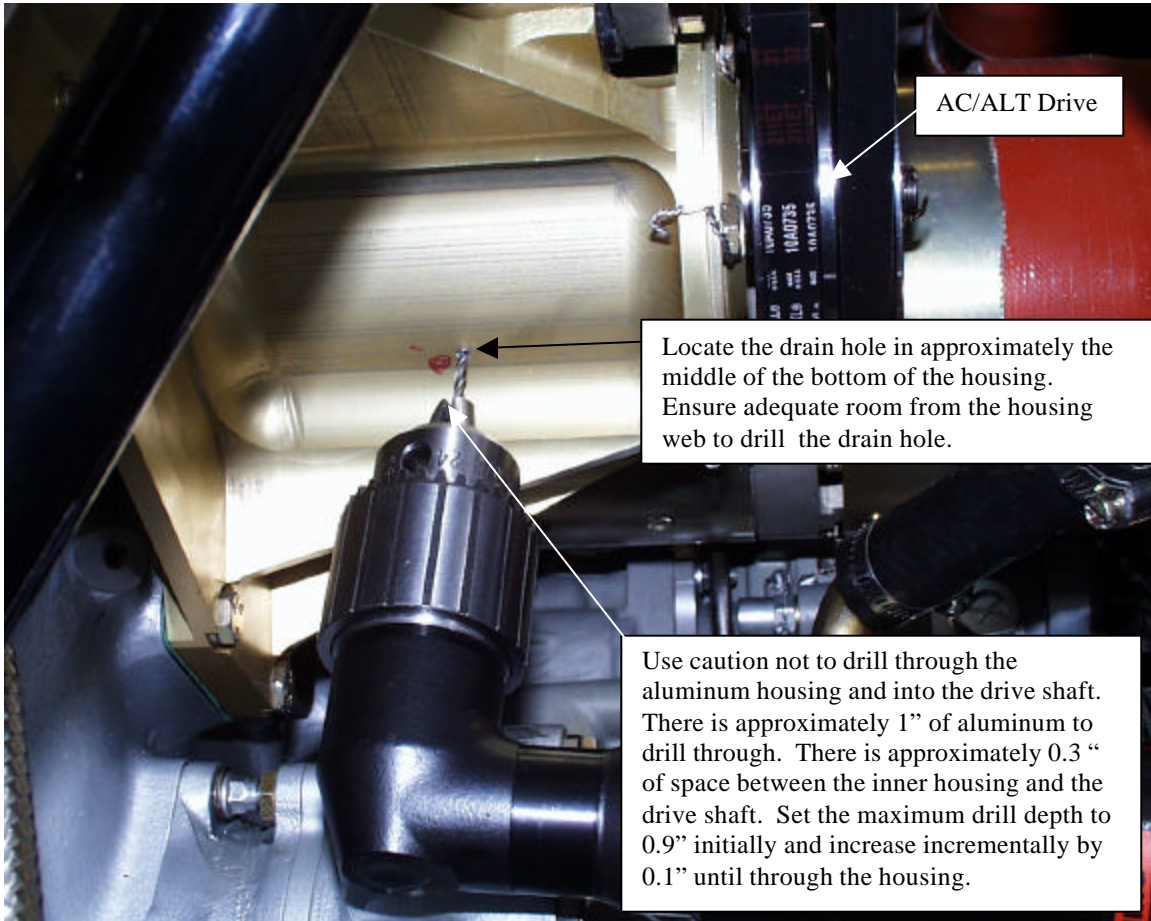


Figure 1-2. Locate and Drill a Pilot Hole

- b. Drill a small pilot hole through the housing as shown in Figure 2. Use caution not to drill through the aluminum housing and into the drive shaft. There is approximately 1" of aluminum to drill through. There is approximately 0.3 " of space between the inner housing and the AC/ALT drive shaft. Set the maximum drill depth to 0.9" initially and increase incrementally by 0.1" until through the housing.
- c. Now use a letter "R" bit (.3390 diameter) and drill through the housing. Initially set the depth of the bit to 0.9" and incrementally increase by 0.1" until drilling through the housing as before.



Figure 1-3. Limit Drill Depth

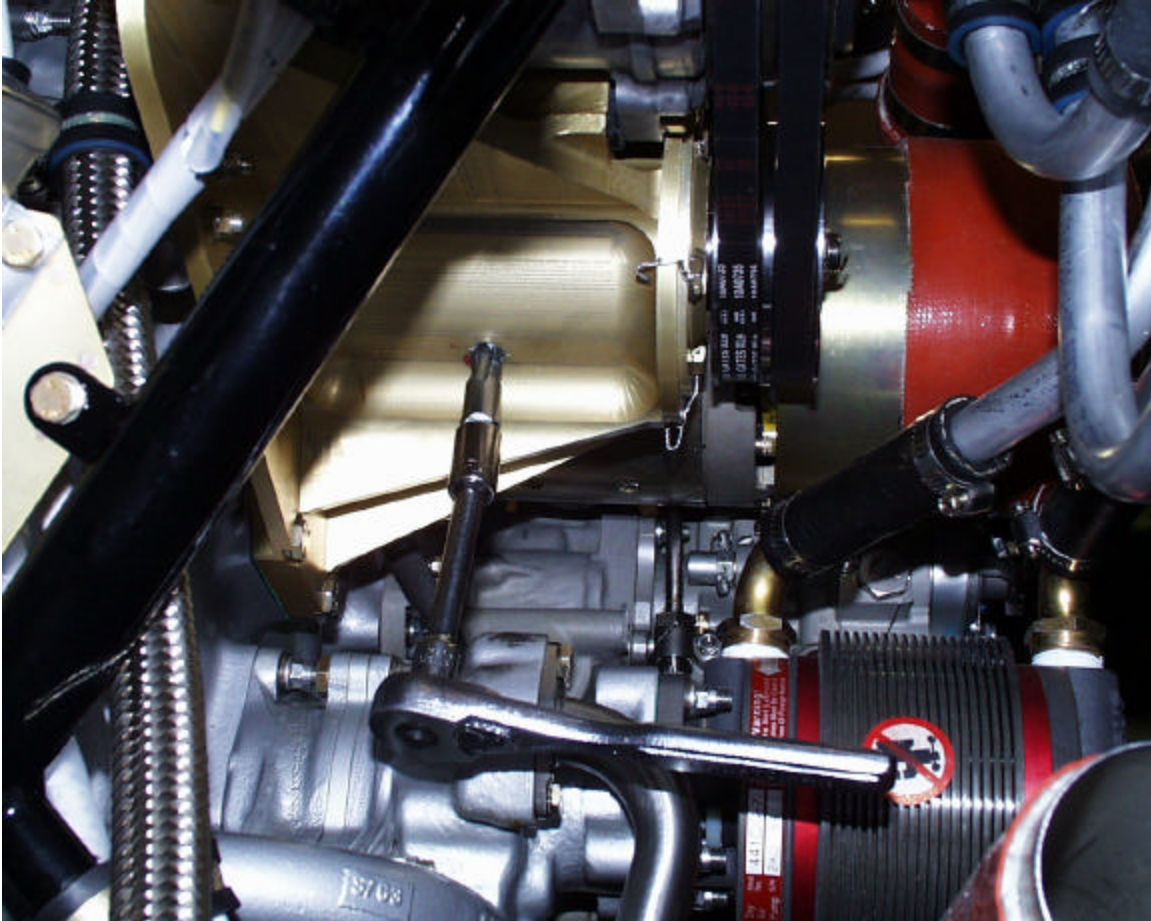


Figure 1-4. Taping the Drain Hole

- d. Use a vacuum to clean up metal chips and to suck the chips out of the AC/ALT Housing.
- e. Tap the drain hole using a 1/8 NPT pipe tap. Use A-9 lubricant or similar on the tap. Tap deep enough to allow the AN 816-4D fitting to be screwed in 3 turns by hand.

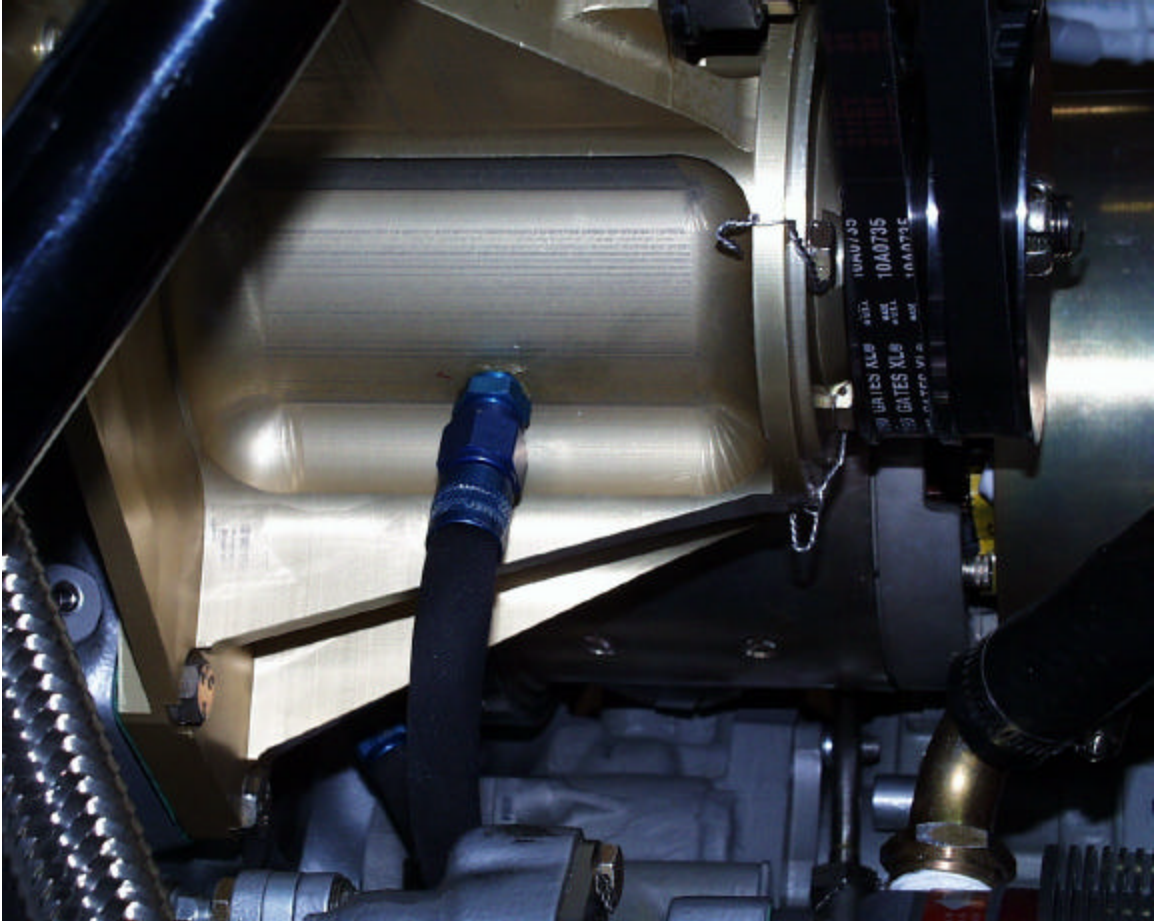


Figure 1-5. Drain Line Installed

- f. After taping the drain hole, use a vacuum to clean up metal shavings and to suck the shavings out of the AC/ALT Housing.
- g. Install the AN 816-4D fitting and the drain hose. Route the drain hose to the right side of the engine with the other drain hoses so that it exits the cowling and secure as necessary.

Attachment 2 Drain Can Installation

1. Figure 2-1 shows the installation of the drain can on the aircraft. The can is mounted to the lower EPA pump mounting bolt and to the nose gear door frame through an existing hole. A 1/4' spacer may be needed on the top mounting point to get adequate clearance for the drain lines going into the top of the can.

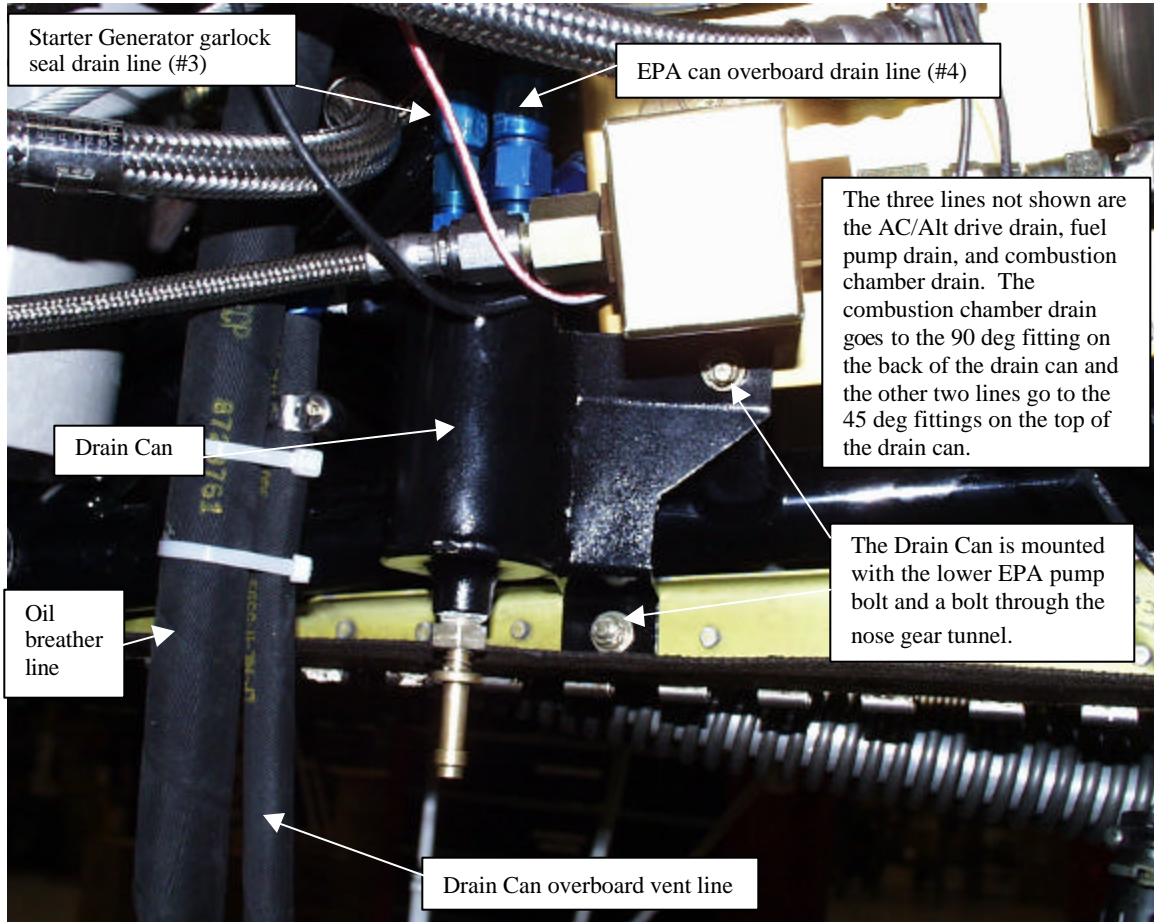


Figure 2-1. Drain Can Installation

2. Route the black rubber drain lines to the appropriate fitting on the drain can as shown in Figure 2-2. Cut the lines to the correct length and install an MS27404-3 or 4D fitting to each of the hoses. Connect the hoses to the appropriate fitting on the drain can.

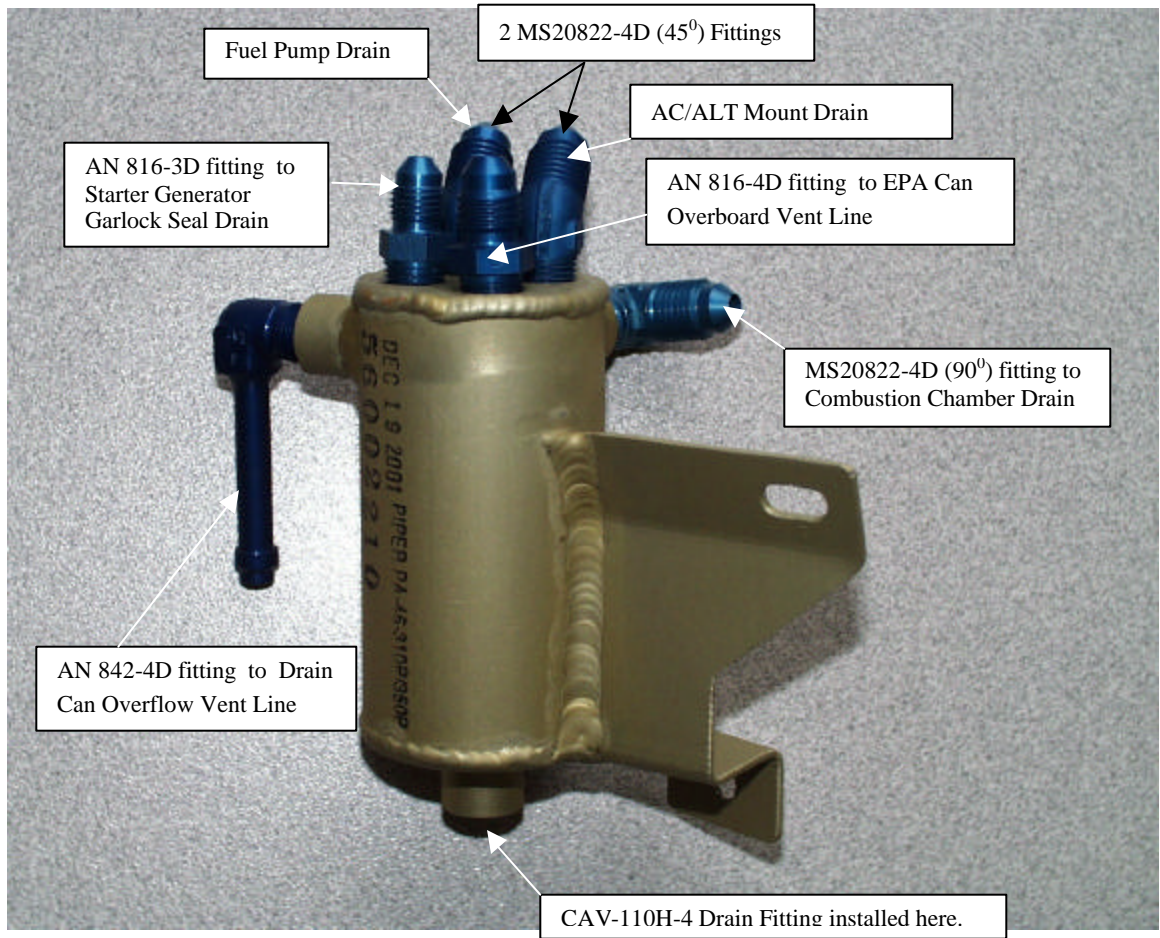


Figure 2-2. Drain Can and Lines

3. Find the location on the bottom cowling where the drain can drain will be located. Cut a 1 inch hole in this location for clearance around the drain. The drain can installation as viewed from outside the aircraft with the cowling installed is shown in Figure 2-3.

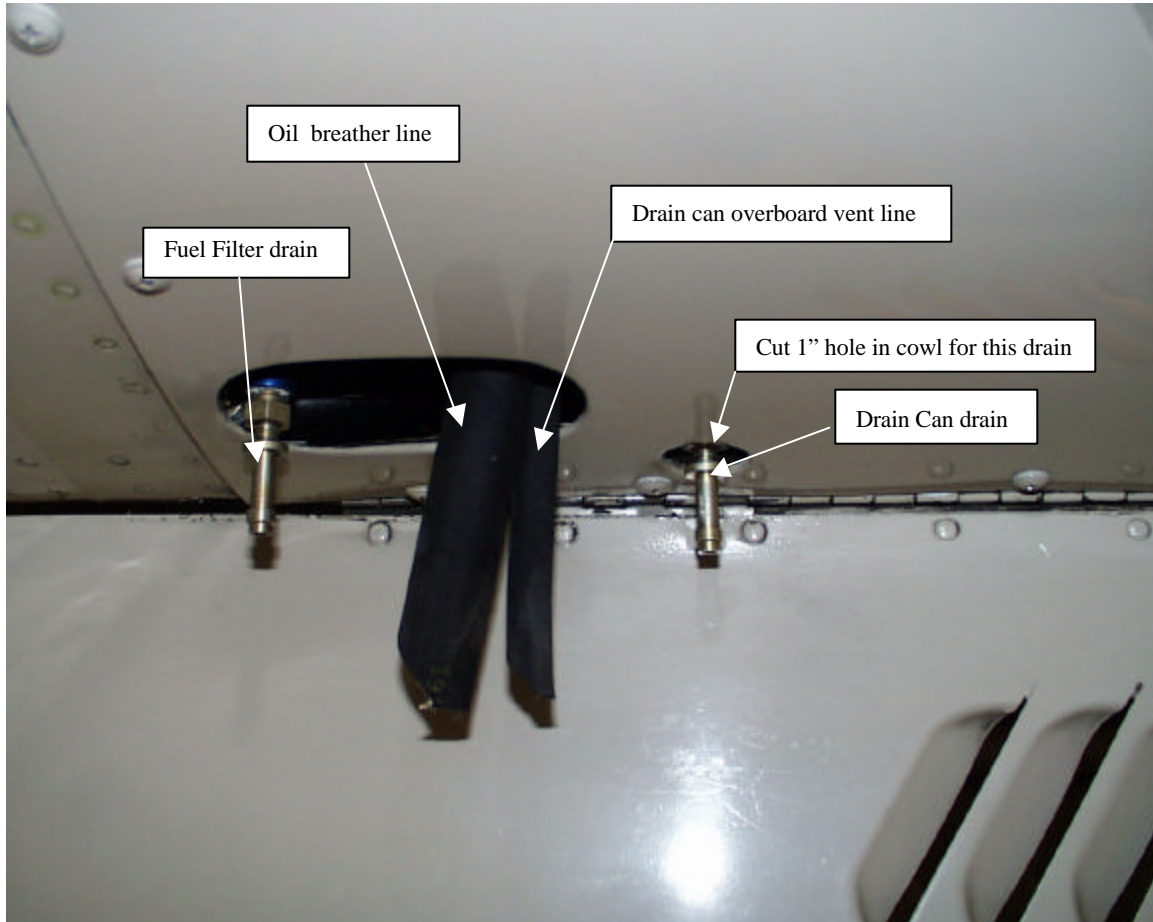


Figure 2-3. Cowling with Drain Can Installed

4. The following sample log book entry for this upgrade is included for your assistance.

N1234SH..SN 4612345..Total Time 345.6..Hobbs Time 123.4..Date 14 Jan 2002

Complied with JetProp LLC Service Letter 02-560-01, Dated 14 Jan 2002, Titled "AC/ALT Mount Drain and Drain Can". Details are contained in the service letter instructions. This Service Letter is to be maintained as a part of the aircraft's maintenance records.

Fred Glotz, AP 123456789