

Jabiru Service Letter: Oil Cooler Hoses			JABIRU AIRCRAFT PTY LTD P.O. Box 5792 Bundaberg West Queensland, Australia. Phone: +61 7 4155 1778 Fax: +61 7 4155 2669 Web: www.jabiru.net.au Email: info@jabiru.net.au		
JSL018	Release Date: 1 October 2015	Effective Date: 1 October 2015	Affected Models: See Applicability	S/No. Range: See Applicability	Page 1 of 3

SERVICE LETTER: JSL018

Issue: 1

Release Date: 1 October 2015

Effective Date: 1 October 2015

Subject: Oil Cooler Hoses

Affected Models: All Jabiru Engines.

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1 Applicability:

- This document is an **informational letter** applicable to all Jabiru Engines.

2 Background:

2.1 General

- A single incident involving the forced landing of an aircraft with a Jabiru 2200 engine installation has brought to light a condition which can potentially lead to an in-flight loss of engine oil pressure.
- The resulting investigation conducted by overseas airworthiness authorities found that one of the hoses running from the oil cooler had detached from the oil cooler adapter (see Figure 1). The oil cooler hoses were fitted using standard worm drive hose clamps. **An unidentified brand of oil hose had been used.**
- The findings from the investigation concluded that the probable cause for the oil hose to detach from the oil filter adapter barbed fitting was engine oil found between the hose and the fitting itself, reducing the clamping friction of the hose attachment and allowing it to release.
- This service letter has been prepared to inform operators and maintainers of Jabiru Engine to this condition.

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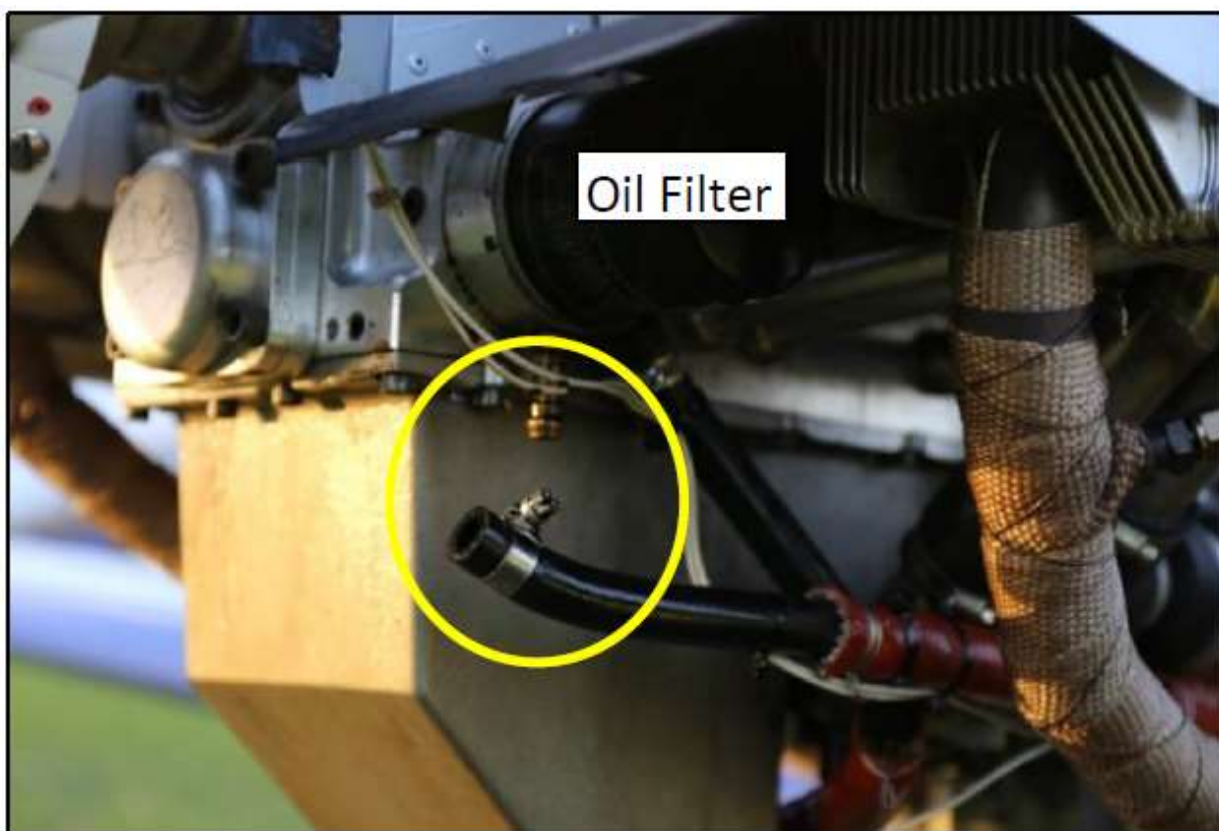


Figure 1 - Oil cooler hose detached in flight

3 Oil Cooler Hoses

- From the factory, Standard Jabiru Engine Oil Cooler installations use flexible rubber hoses, of the Parker PUSH LOK type with a nominal bore of 10mm fitted to the oil filter adapter and oil cooler barbed fittings. Standard hose clamps are used to retain the hoses in place. **The factory installation has proven to be suitably robust in service.**
- By the design of the oil cooler hose material it bonds onto the surface of the barb fitting (this makes the removal of these hoses virtually impossible without first cutting them).
- Findings from an investigation conducted into the incident previously outlined; found that the likely cause for an oil hose to release from the barbed fitting was oil found between the hose and the barb fitting. This greatly reduced the clamping friction and prevented the hose from bonding onto the fitting.
- **When replacing oil cooler hoses it is recommended to use hose supplied only by Jabiru Aircraft.**
- When installing the oil cooler hoses on to the hose barb, both parts must be clean and dry. Use of a volatile liquid as a lubricant e.g. ether (Aerostart) is acceptable to assist fitting.
- Ensure hose clamp is properly positioned on the hose barb and is the correct size for the hose used.

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4 Reminder of current practices

- The Jabiru Engine Maintenance Manual and Airframe Technical Manual (JEM0002 and JTM001) contain requirements for the maintenance of oil cooler hoses (always refer to the most recent revision of these documents).
- During normal scheduled maintenance inspections, oil cooler hose must be checked for hardening, cracking and leakage and replaced if necessary
- Oil cooler hose must be replaced **every two years** regardless of the apparent condition
- During 25 hourly oil and filter changes, the oil cooler hoses should **NOT** be removed. The very small amount of old oil left in the cooler has no adverse effect on the engine when the oil is replaced. If removing hoses refit with new. Damage to the hose may result from refitting of the old hose and may not be sufficiently secure.

5 Compliance

- This Service letter does not prescribe any special maintenance actions.
- This letter has been produced as **informative material** for operators and maintainers of Jabiru Engines.

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LSA Service Notification: **JSN018**

Issue: **1**

Release Date: **1 October 2015**

Effective Date: **1 October 2015**

Subject: **Oil Cooler Hoses**

Affected Models: **All Jabiru Engines.**

Applicability:

- This Notification is applicable to all LSA products which fall within the Applicability ranges given in Jabiru Service Letter JSL018 Issue 1.

Requirement:

- Operators of aircraft within Light Sport Aircraft categories must comply with any requirements of Jabiru Service Letter JSL018 Issue 1

Compliance:

- Any compliance details given in JSL018 Issue 1 must be met.

Background:

- This LSA Service Notification is advice of JSL018 Issue 1 for Jabiru engines operating within Light Sport Aircraft Categories.