



# TEMPEST<sup>®</sup> excellence

AERO ACCESSORIES, INC.  
**SERVICE BULLETIN**



## SERVICE BULLETIN: SB-008

**SUBJECT: Rear Port Wear Indicator Instructions.**

**APPLICABILITY: AA215CC, AA215CC-9, AA216CW, AA3215CC, AA3215CC-9, AA3216CW, AA3225CC, AA3225CC-9, AA3226CW & AA3226-45CW.**

**This Service Bulletin supersedes and replaces Service Letters SL-004 & SL-004-1 including all revisions.**

The above listed Aero Accessories, Tempest and Tempest Tornado dry air pumps feature a wear indicator port in the rear cover. The pump vanes may be viewed through the small indicator hole in the port area.

The wear indicator port is a visual aid to help determine the vane length during service. It does not indicate actual life expectancy of the pump. Determining the vane length at set times during service is beneficial to help determine the vane wear rate which may vary due to operating conditions. The vane length is continuously decreasing while in operation. The wear indicator port allows you to know when the vanes are approaching critical length. This inspection procedure may be accomplished on the aircraft if the pump is installed with the inlet and outlet ports pointing up between the 11:00 and 1:00 o'clock position. Otherwise removal of the pump from the aircraft is necessary. The inspection must be done with the inlet and outlet ports pointing up, and with the inspection port in approximately the six o'clock position.

**Failure of an air pump may result in the loss of the gyro instruments or other systems. IMC equipped aircraft should have a backup source to provide pneumatic power in case the primary source fails.**

### Recommended Rear WIP Vane Wear Inspection

At 600 hours time in service remove the port plug and inspect pump vanes relative to the indicator hole. When inspection is complete replace the port plug and torque to 48 in./lbs.

**WIP Port Plug**

**WIP Indicator Hole**

**Rear Cover Wear Indicator Port (WIP)**

If the inboard edge of the vane is not visible and the vane covers the entire indicator hole the next inspection should be performed at 1000 hours of pump service, and thereafter every 100 hours.

If the 600 hour inspection reveals the inside edge of the vane at or below halfway of the indicator hole the next inspection should be at 700 hours of pump service, and thereafter every 100 hours.

If the 600 hour inspection reveals the inside edge of the vane in the indicator hole, the next inspection should be at 800 hours of pump service, and thereafter every 100 hours.

It is recommended that the pump be replaced when the inboard edge of the vane is observed anywhere within the bottom 1/8<sup>th</sup> of the indicator hole.

ISSUED			REVISED			Aero Accessories, Inc. 1240 Springwood Church Rd Gibsonville, NC U.S.A.	PAGE No. 1 of 1	REVISION ORIGINAL
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