

SERVICE BULLETIN N° 13

Equipment concerned : Air intake, below carburetor

Aircraft concerned : All C.E.A. aircraft equipped with an air intake.

Engine vibrations may lead to the deterioration of the air intake box located below the carburetor and thus affect its correct operation. We therefore recommend that checks be carried out as soon as possible, to ensure that the following items are in good condition :

- 1 - Flap shaft bearing : Ensure that the bearings are not abnormally worn at the point of contact with the shaft.
- 2 - Cable conduit end stops : Check the security of cable conduit end stops (flap and mixture controls).
- 3 - Cracks : Check to ensure that no cracks are present on the box body or near the welds.
- 4 - Flap :

a) - Air boxes equipped with a vertical flap :

Aircraft affected : DR 253, up to number 138 inclusive
DR 315, up to number 335 inclusive.

The flap is secured to the shaft by means of round head screws which, in spite of the lock washers, may sometimes become loose.

To eliminate such risks, replace the round head screws by cheese head screws drilled to accommodate a locking wire. Lock the screws together with locking wire (see attached diagram, Case n°1).

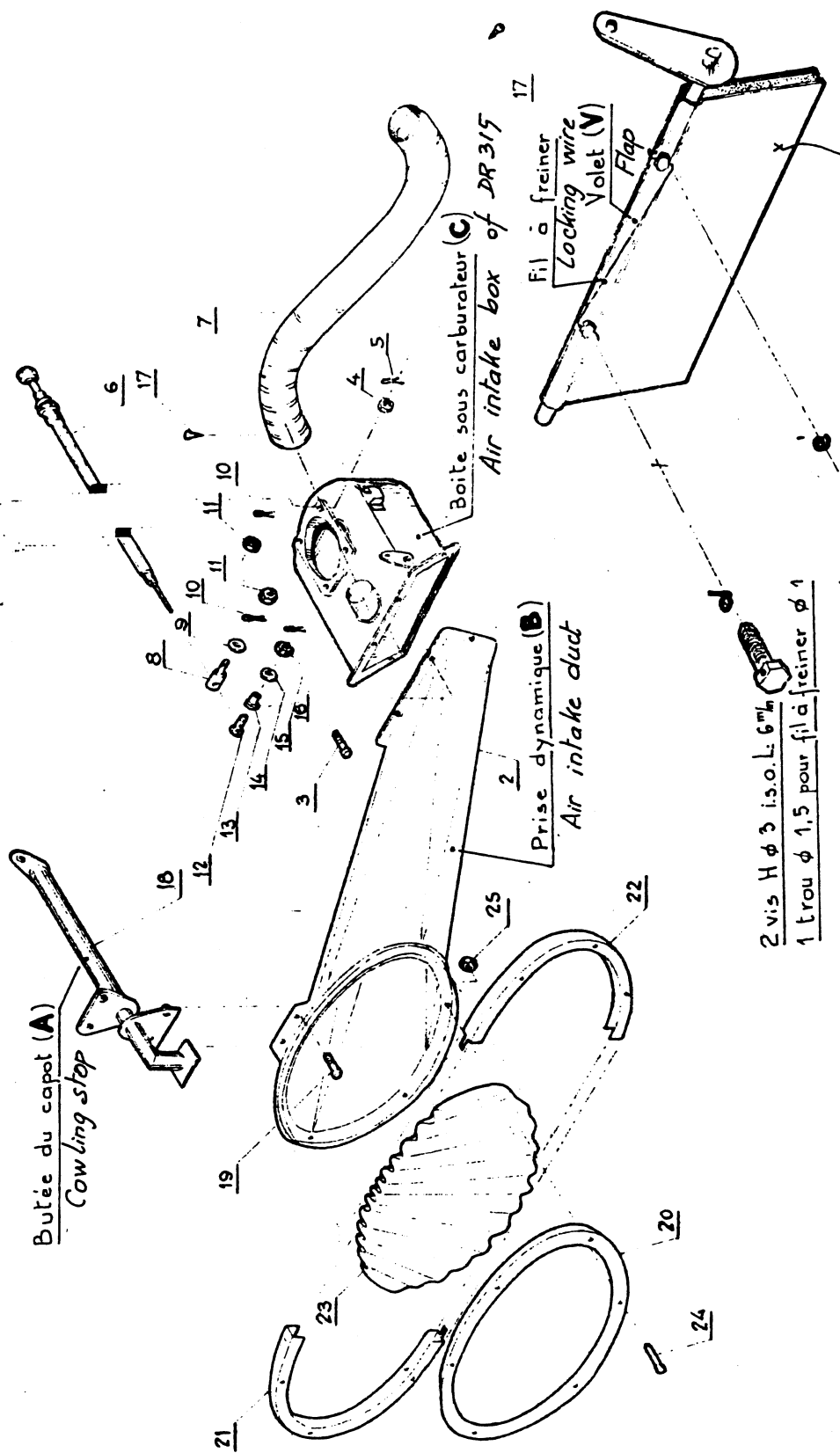
b) - Air boxes equipped with an horizontal flap :

Aircraft affected : DR 1050, DR 1051 (with air intake)
DR 250, DR 220, DR 221, DR 310, DR 360

Vibrations may lead to the cracking, or even the parting, of the weld spots securing the top flap surface to the bottom surface (see attached disassembly procedure, Case n°2 and some examples of critical cases which necessitate the replacement of the air intake box).

Whatever the defect observed may be, our Technical Service and Service Station are at your disposal for any further information (or spare parts) you may require.

AVION DA ²⁵³ (cas n° 1)



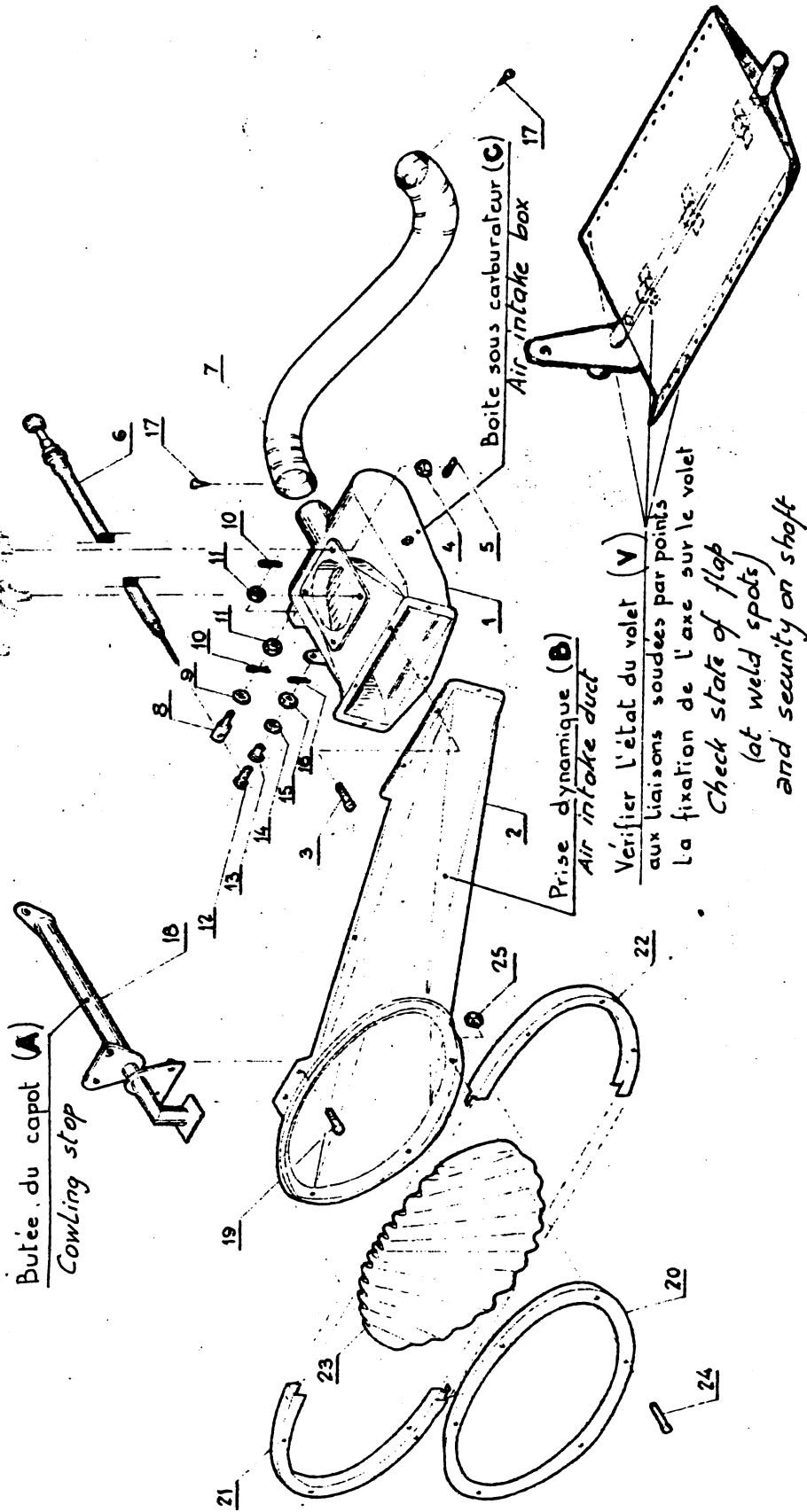
2 vis H ϕ 3 is.o. L. 6^m
 1 trou ϕ 1,5 pour fil à freiner ϕ 4

2 iso H screws 3mm dia.
 x 6 mm
 1,5 mm hole for 1mm dia. lock. wire

AVION DD

cas n°2

- 1050
- 1051
- 250
- 220
- 221
- 340
- 360



SERVICE BULLETIN N° 13

CASE n° 1

Procedure

- 1 - Remove top and bottom engine cowlings
- 2 - Remove the 2 bolts securing the air intake duct (B) to the lower cowling stop (A).
- 3 - Remove the 4 bolts securing the air intake duct (B) to the air intake box (C) (carb. heater).
- 4 - Remove the 2 screws (d and e) from the flap (V), as well as the lock washers.
Fit, instead, the 2 cheese head screws and washers. Lock both screws together with locking wire.
- 5 - Re-assemble the other components.

TOOLING REQUIRED

- 1 3 mm Allen key
- 1 7 mm open-ended spanner
- 1 Screwdriver
- 1 Pair of pliers

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CASE N° 2

Procedure

Following the removal of the air intake duct (B) (see Case n°1.) :

- 1 - Remove control cables and conduits :
 - a) - carburetor butterfly control.
 - b) - carburetor heater control.
- 2 - Remove the Parker screw securing the flexible heater duct to the air intake box (C).
- 3 - Cut the 1 mm dia. locking wire securing the 2 1/4" dia. screws inside the air intake box (C).
- 4 - Remove the 2 1/4" internal screws.
2 external nuts
- 5 - Remove the assembly, taking care not to damage the gasket.

Reassembly : proceed in the reverse order.

TOOLING REQUIRED

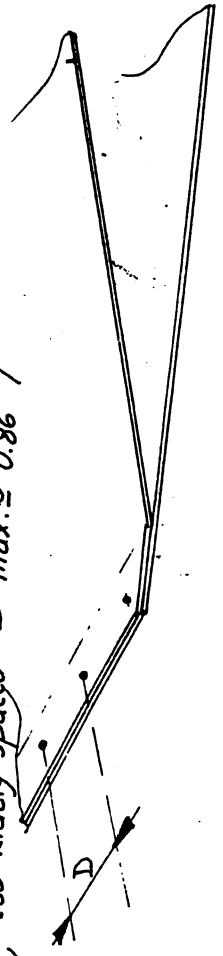
- 7, 8, 11 mm or 7/16" spanners
- Phillips screwdriver
- Side cutters
- 3 and 4 mm Allen keys

CAS CRITIQUES (Critical Cases)
 (Case 7-2)
CAS n°2

Point trop faible et trop écarté

Distance D maximum ≈ 23 mm

(Weak spot, too widely spaced "D" max. ≈ 0.86 ")

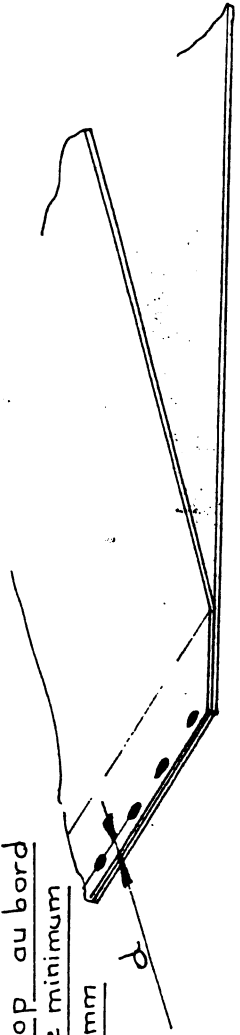


Point trop au bord

d = distance minimum

= 2 mm

(Spot too near the edge d. mini : 0.078")



Point à cheval sur le volet inférieur

(Spot on edge of lower flap surface)



Crises autour des points

(Cracks)

