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S.I.L. NO. 11-560-01

SERVICE INFORMATION LETTER

FROM: JetProp LLC

3 November 2011

SUBJECT: Vented Outboard Fuel Caps

TO: All JetProp Owners

Background. Because of concerns that the fuel vent system does not always relieve pressure build up in the wing tank, JetProp LLC has designed a simple vent that can be added to the Usher Enterprises, Inc fuel cap used with the 2 Days' Wing STC which adds the outboard fuel caps.

Description. The outboard fuel cap vent consists of an upper vent, lower vent, and a check ball. The Modified Fuel Cap Assembly is shown in Drawing 560.08.010 (Included as Attachment 1). The vent is designed to equalize pressure between the fuel tank and ambient conditions. During flight, the air blowing over the wing/fuel cap creates a low pressure area causing the check ball in the vent to seal at the top seat of the vent to prevent fuel vapors from exiting the vent. As fuel is used from the tank, the pressure in the tank decreases and the check ball comes off the upper seat and allows air to enter the fuel tank equalizing the pressure. During ground operations if the sun heats the fuel and causes the pressure to increase the check ball will be pushed up by the higher pressure off the lower seat and allow air to escape equalizing the pressure in the wing tank.

Changes with addition of Vented Outboard Fuel Caps.

- a. The vented fuel caps are a simple direct replacement for the existing outboard fuel caps. However, it is highly recommended to use either both vented outboard fuel caps or both non vented.
- b. The addition of the outboard fuel cap vent does not change the fuel system operation except it provides a back up fuel vent to the original Piper vent in the outboard wing.
- c. The placards and limitations associated with the 2 Days' Wings STC remain unchanged.
- d. To be eligible to use the vented outboard fuel caps you must obtain a revised JetProp STC which includes an option for the outboard vented fuel caps.

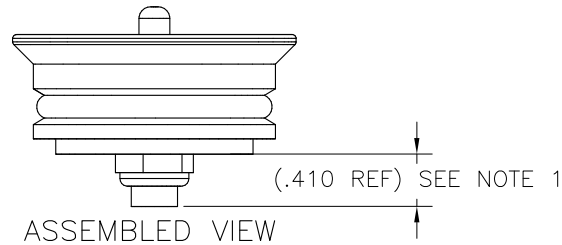
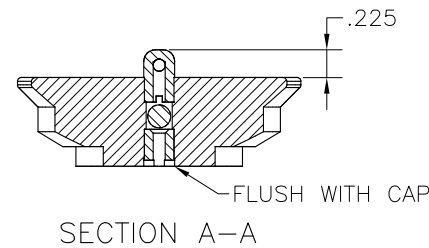
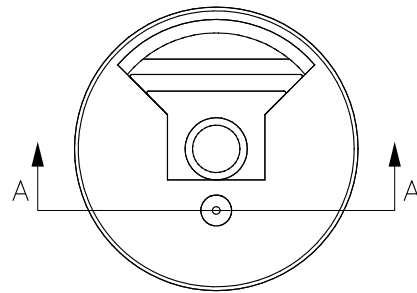
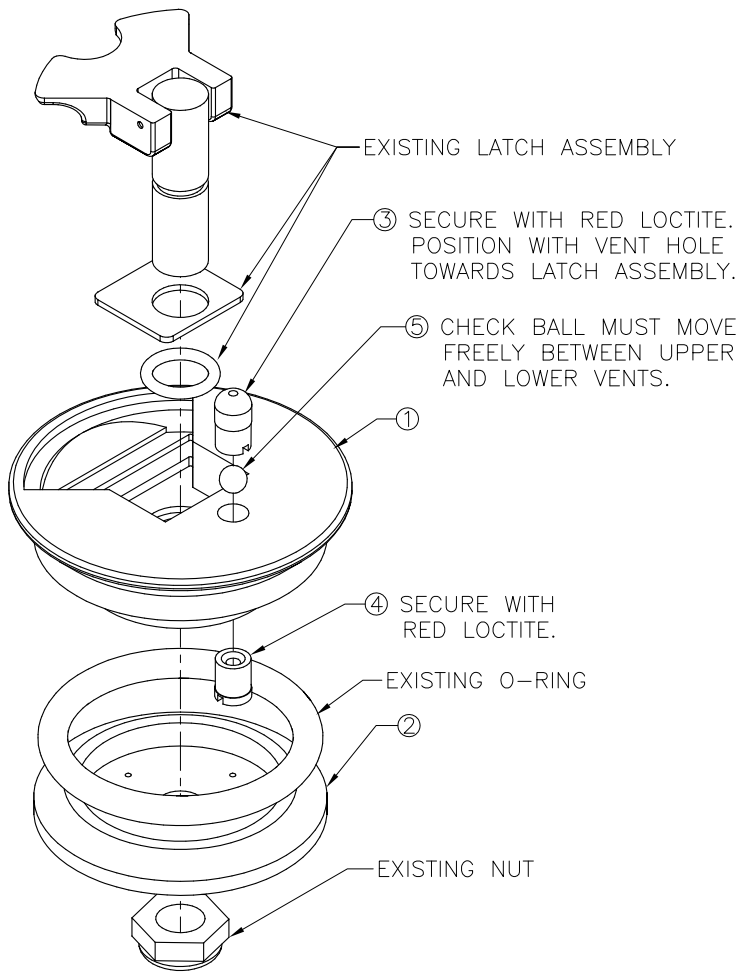
If there are any problems or questions, please contact Rich Runyon in Engineering or Steve Nitchman in maintenance at (509) 535-4401.

Sincerely,

Darwin C. Conrad
President
JetProp, LLC

Attachment

1. Drawing 560.08.010



NOTES: UNLESS OTHERWISE SPECIFIED

1. REASSEMBLE CAPS WITH THREAD PROTRUSION SHOWN.
2. FUEL CAP ADJUSTMENT:
 - A. LOOSEN THE JAMB NUT ON THE BOTTOM OF THE CAP.
 - B. TO TIGHTEN: ROTATE THE LOWER CAP HALF MODIFICATION 2 CLOCKWISE.
 - C. TO LOOSEN: ROTATE THE LOWER CAP HALF MODIFICATION 2 COUNTER-CLOCKWISE.
3. EACH CAP MAY NEED TO BE ADJUSTED FOR PROPER FIT TO INDIVIDUAL AIRCRAFT. THE CAP IS PROPERLY ADJUSTED WHEN IT IS INSTALLED IN THE AIRCRAFT AND DOES NOT ROTATE WHEN RADIAL PRESSURE IS APPLIED IN THE LATCH CUT-OUT. **DO NOT OVER TIGHTEN.**

REVISION DESCRIPTION


△ ADDED ASSEMBLED VIEW.

ITEM	QTY	PART NO.	DESCRIPTION
5	1	-	3/16" STAINLESS CHECK BALL
4	1	560.08.014	LOWER VENT
3	1	560.08.013	UPPER VENT
2	1	560.08.012	LOWER CAP HALF MODIFICATION
1	1	560.08.011	UPPER CAP HALF MODIFICATION

BILL OF MATERIALS

SCALE:	NTS	SIZE:	B	REVISION				
UNLESS OTHERWISE SPECIFIED ALL DIMENSIONS ARE IN INCHES				FOR DESCRIPTION OF CHANGE - SEE ABOVE				
TOLERANCES:				LTR	ECO#	BY	DATE	CHK
.X ± .10 .XX ± .030				A	7593	RD	11/11	
.XXX ± .010 ± .1"								
REMOVE BURRS AND SHARP EDGES								
		BY	DATE					
DRAWN		R. DRAPER	12/09					
CHECKED								
APPRV'D								
FAA APPL								

**JETPROP
LLC**

PROJECT:	JetPROP DLX 		
DRAWING TITLE:	MODIFIED FUEL CAP ASSEMBLY		
SHEET 1 OF 1	DRAWING NUMBER:	560.08.010	REV. A

P/N	NEXT ASSY.	USED ON	QTY.
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