

SERVICE BULLETIN 000-1

Date Effective; October 30, 2014 / Revised January 1, 2015

Subject; Vacuum saddle mount evacuation system maintenance and modification.

Required Action;

1. Cleaning and inspection of bias cut draw tube into exhaust pipe.
2. Installation of the safety by-pass kit on all vacuum systems.

Time of Compliance; Before further flight operations, and at each subsequent oil change or service.

Level of Certification; Aircraft owner and service personnel.

... Two potential problems have been brought to our attention with three recent incidents resulting in two forced landings. One RV-8 due to a clogged, coked breather and an RV-7 due to a failed vacuum valve that partially blocked off the breather. These occurrences, and one other on an RV-10 that had a front seal blow out are the only ones we were made aware of and are cause for concern (even one is too many). The models displaying serious coking potential have been the 10s and we suspended sales of the evacuation system to the 10s until we can be assured the problem no longer exists. We must add that several RV-10s have the system installed and are having no issues whatsoever. We are currently trying to sort out why, and what is different. When a good working solution is found we will make it available to all via our website and the forums. We addressed this at length on the forums as a safety precaution (it appears many were unaware and failed to receive this information). A.S.A. markets this product to many different experimental models and applications. **We strongly advise** everyone, with all aircraft models to **inspect the bias cut tube where it protrudes** into the exhaust immediately, and at every oil change to be certain it is open and free of any serious clogging or coking. Many owners have carried out this inspection to find a small amount of coking, 1/16" or so on the inside periphery and this is normal. This is not an issue and usually will not build further. We have also changed the design of the saddle mount clamp on to further help eliminate the potential problem. When we complete the testing program on this change we will report our results and make these available. We advise **inspection at every oil change** and if any significant build-up is detected, to inspect even more often than that. If significant build-up is detected, then for safety a second valve to vent off crankcase pressure should be installed. We have the parts for this safety kit in stock should you need them. In light of recent developments, and being now aware of a possible valve failures as well, we will be shipping the future vacuum systems complete with two valves and necessary hardware to install this bypass. We also have a retrofit kit available at a very reasonable cost to add this safety feature to existing installations, and strongly **advise against further flight operations until this feature is added**. These forced landings would not have happened if this bypass were installed. It appears that everyone using this product needs to be adequately informed as to the maintenance of the system. Appropriate entries into log books, check lists and service documents should be made, and a copy of this service bulletin included in an effort to eliminate any confusion for a future owner as well.