R44 SERVICE BULLETIN SB-104
(supersedes R44 SB-98B)

DATE: 11 March 2020

TO: R44-series Owners, Operators, and Maintenance Personnel

SUBJECT: Air/Oil Separator Hose


TIME OF COMPLIANCE: Within next 150 flight hours or by 31 May 2020, whichever occurs first.

BACKGROUND: RHC received a report of a kinked A729-75 hose, installed between the engine and C728-2 air/oil separator assembly. The kinked hose caused the crankcase to vent through the separator drain back tube resulting in loss of engine oil. R44 SB-98B required a spring to be inserted inside the hose to prevent kinking. However, RHC has found that the hose is still susceptible to kinking. This bulletin requires replacing the A729-75 hose & spring with an A785-43 wire-reinforced hose.

COMPLIANCE PROCEDURE:

1. Refer to Figure 1. For each affected helicopter, obtain one A785-43 crankcase breather hose, available from RHC Customer Service.


3. Loosen B277-4 clamp and disconnect black oil drain tube from air/oil separator’s can.

4. Loosen screw securing separator’s breather tube.

5. Remove screw securing air/oil separator’s can-to-frame clamp.

6. Loosen B277-12 clamps and remove A729-75 hose and D774-20 spring; retain clamps and discard hose and spring.

(OVER)
7. Install new A785-43 hose with soft cuff (portion without wire) over engine fitting; secure hose with retained clamps.

**NOTE**

Applying A257-8 rubber lubricant to hose bore at ends facilitates installation.

8. Install screw securing air/oil separator’s can-to-frame clamp. Verify security.

9. Tighten screw securing separator’s breather tube.

10. Connect black oil drain tube to separator’s can & tighten B277-4 clamp. Verify security.

11. Install air box assembly per MM § 6.480, if removed. Install engine RH cowling.

12. Make appropriate maintenance record entries.

**APPROXIMATE COST:**

Parts: No charge for one A785-43 if ordered by 31 May 2020. Reference helicopter serial number when ordering.

Labor: 0.5 man-hour for R44 and R44 Cadet Helicopters. 1.0 man-hour for R44 II Helicopters.

THE DESIGN ENGINEERING ASPECTS OF THIS BULLETIN HAVE BEEN SHOWN TO COMPLY WITH APPLICABLE FEDERAL AVIATION REGULATIONS AND ARE FAA APPROVED.