



MANDATORY SERVICE BULLETIN Number: TAT 98-1 Rev. A
December 17, 2019

**SUBJECT: Tailpipe "V-Band" Clamp. Aeroquip part number 4404C375-M
Or TATI part number 11-1100035
Or Clampco part number 995CS-0376**

REASON: This service bulletin is being issued to inspect the tailpipe V-band clamp for possible deformation or cracks in the stainless band that secures the V-band. A cracked clamp could cause the tailpipe to detach from the turbo causing severe damage to the aircraft.

EFFECTIVITY: All Beechcraft Bonanza models and all Cessna A185 models equipped with a Turbo-Flite/FliteCraft/Turbo 2000/TATI turbonormalizing system per STC SA5224NM/SE522NM or SA00214DE/SE00215DE.

COMPLIANCE: Tornado Alley Turbo, Inc. considers this to be a mandatory inspection, and inspection of this clamp should be accomplished prior to further flight.

WARRANTY CREDIT: None

SPECIAL TOOLS: None

WEIGHT AND BALANCE: Negligible

REFERENCES: Turbo-Flite 520/550 Maintenance Manual, TATI BON 35-6460001 Instructions for Continued Airworthiness, or TATI 85-6460001 Instructions for Continued Airworthiness (Maintenance and Troubleshooting Manual). See the illustrative drawing of the subject V-band Clamp at www.taturbo.com. See also the photograph of a failed clamp which can be found at www.taturbo.com.

ACCOMPLISH THE FOLLOWING:

1. BEFORE FURTHER FLIGHT:

- a) Remove left cowl flap and/or lower cowling in order to gain access to the tailpipe clamp.
- b) Verify that the exhaust pipe is securely attached to the turbo by manual attempts to move the exhaust pipe. Visually inspect the tailpipe and clamp with mirror and light. Pay particular

attention to the stainless band in the area from the T-bolt to approximately 3.5" on either side of the T-bolt. Any deformation of the flat, outer, stainless steel band below the nominal surface, indicating any previous plastic deformation of the stainless steel band is cause to reject the clamp and cause it to be permanently removed from service. Pay additional special attention to the area adjacent to each of the two spot welds on either side of the T-bolt, which first attach the flat stainless band to the V-band portions of the assembly. Perform a further close visual inspection of the balance of the V-band clamp for wear, nicks, corrosion, cracks, and/or heat damage. If the clamp is deformed or cracked, or in any other way defective, it should be removed from service.

c) If the clamp is defective or removed from service, install a new clamp, part number 11-1100035, in accordance with the applicable service manual instructions. Pay particular attention to the torque limits.

NOTE: If the aircraft needs to be ferried for the required inspection, it may be flown directly to the nearest facility suitable for repairs, but ONLY after the pilot/owner/operator inspection described in paragraph 4, below, is accomplished, and it is determined that the exhaust pipe is securely attached to the turbo.

2. FOR PARTS REPLACEMENT:

Contact Tornado Alley Turbo, Inc. at (580)332-3510

After securing the required parts, proceed with **Step 1.c (above)** ensuring that the specified clamp torque is not exceeded.

3. Reinstall the cowling and/or cowl flap which were removed in **Step 1a (above)**, in accordance with the manufacturers' Maintenance Manual.

4. AT NOT MORE THAN SUBSEQUENT 25 HOUR INTERVALS: The pilot/owner/operator of one of these turbonormalized systems should, with the engine cold, simply grasp (with one hand) the cold exhaust stack that extends from the left lower cowl flap area, and give the part a firm push/pull from side to side. If the part appears in any way to be loose, or insecure, the aircraft should be grounded until a mechanic can remove and inspect the exhaust stack and the associated V-band clamp, in accordance with the suggested inspection and reinstallation instructions described herein, and in the "Turbo-Flite 520/550 System Maintenance and Trouble Shooting Manual" 35-6460001 or 85-6460001 as applicable.

5. AT NOT MORE THAN 400 HOUR OR 4 YEAR INTERVALS: Replace the subject clamp with a new clamp.

RECORD COMPLIANCE Upon completion of this service bulletin, make an appropriate maintenance record entry in aircraft logbooks.

NOTE: Until superseded, this Mandatory Service Bulletin, TAT 98-1 Rev. A, is to be made a permanent part of the aircraft logbooks and must be adhered to by all persons involved in ownership or operation of the affected aircraft.

For more details about the V-band clamp replacements see AD 2001-08-08. AD 2001-08-08 applies to 35-C33A, E33A, F33A, S35, V35, V35A, V35B, 36 and A36 aircraft. This replacement interval also applies to models of aircraft approved under STC's SA5223NM and SE5222NM subsequent to the release of AD 2001-08-08 including, but not limited to, A36TC, B36TC, G33, and G36.

This replacement interval also applies to Cessna A185E and A185F aircraft modified per STC's SA00214DE and SE00215DE. See the Airworthiness Limitations section of 85-6460001, Instructions For Continued Airworthiness, for FAA mandated replacement of V-band clamps.



For more information not provided, please contact:

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