AD/ELECT/61 Nordskog Water Heaters and Coffee Makers 2/94 DM

Applicability: Nordskog water heaters and coffee makers identified in Nordskog Industries Inc Service Bulletin SB-93-34 dated 21 October 1993; as installed in, but not limited to, the following aircraft series:

Boeing Model 727, 737, 747, 757 and 767;

McDonnell Douglas Model DC-9, DC-9-80, DC-10 and MD-11;

Airbus Industrie Model A300, A310 and A320;

Gulfstream Model G-1159 and G-IV;

de Havilland Model DHC-8;

Dassault-Aviation Mystere-Falcon Model 50 and 900;

Canadair Model CL-600-1A11, CL-600-2A12, CL-600-2B16 & CL-600-2B19; and

Fokker Model F27 and F28.

Requirement:

1. Inspect the water heater or coffee maker, in accordance with Nordskog Industries Service Bulletin SB-93-34, to determine if a NUPRO pressure relief valve having part number SS-2C4-65 has been installed.

2. If a NUPRO pressure relief valve part number SS-2C4-65 has been installed, then either:

   a. replace the pressure relief valve with a new, improved NUPRO pressure relief valve part number SS-CHF2-65, or

   b. deactivate the water heater or coffee maker and install a placard stating **`Not to be used".**

3. NUPRO pressure relief valve part number SS-2C4-65 held as spares are not to be fitted to water heaters or coffee makers identified in Nordskog Industries Inc Service Bulletin SB-93-34 dated 21 October 1993 and these water heaters or coffee makers are not to be fitted to aircraft as replacement items, if a NUPRO pressure relief valve part number SS-2C4-65 is installed.

Note: FAA AD 93-23-01 Amdt 39-8735 refers.

Compliance: 1 - Prior to 7 January 1994.

2 - Prior to further flight.

3 - With effect 8 December 1993.

Background: The FAA recently received reports of injuries to cabin crew members that resulted from explosions of galley water heaters. One report stemmed from an incident in which a water heater exploded in the galley, tore a hole through the the galley wall and landed in the cockpit, injuring two flight attendants and the co-pilot, and at the same time cutting several electrical cables. Investigation has revealed that the `O" ring jammed the poppet of the pressure relief valve, resulting in over-pressurisation. Compliance with this Directive will decrease the likelihood of galley water heaters and coffee makers exploding, causing injuries to passengers and crew and structural damage to the aircraft.