

gallon for each 40 gallons of usable fuel may be used.

(c) The oil cooling provisions for each engine must be able to maintain the oil inlet temperature to that engine at or below the maximum established value. This must be shown by flight tests.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-23, 53 FR 34213, Sept. 2, 1988]

§ 27.1013 Oil tanks.

Each oil tank must be designed and installed so that—

(a) It can withstand, without failure, each vibration, inertia, fluid, and structural load expected in operation;

(b) [Reserved]

(c) Where used with a reciprocating engine, it has an expansion space of not less than the greater of 10 percent of the tank capacity or 0.5 gallon, and where used with a turbine engine, it has an expansion space of not less than 10 percent of the tank capacity.

(d) It is impossible to fill the tank expansion space inadvertently with the rotorcraft in the normal ground attitude;

(e) Adequate venting is provided; and

(f) There are means in the filler opening to prevent oil overflow from entering the oil tank compartment.

[Doc. No. 5074, 29 FR 15695, Nov. 24, 1964, as amended by Amdt. 27-9, 39 FR 35461, Oct. 1, 1974]

§ 27.1015 Oil tank tests.

Each oil tank must be designed and installed so that it can withstand, without leakage, an internal pressure of 5 p.s.i., except that each pressurized oil tank used with a turbine engine must be designed and installed so that it can withstand, without leakage, an internal pressure of 5 p.s.i., plus the maximum operating pressure of the tank.

[Amdt. 27-9, 39 FR 35462, Oct. 1, 1974]

§ 27.1017 Oil lines and fittings.

(a) Each oil line must be supported to prevent excessive vibration.

(b) Each oil line connected to components of the rotorcraft between which relative motion could exist must have provisions for flexibility.

(c) Flexible hose must be approved.

(d) Each oil line must have an inside diameter of not less than the inside diameter of the engine inlet or outlet. No line may have splices between connections.

§ 27.1019 Oil strainer or filter.

(a) Each turbine engine installation must incorporate an oil strainer or filter through which all of the engine oil flows and which meets the following requirements:

(1) Each oil strainer or filter that has a bypass must be constructed and installed so that oil will flow at the normal rate through the rest of the system with the strainer or filter completely blocked.

(2) The oil strainer or filter must have the capacity (with respect to operating limitations established for the engine) to ensure that engine oil system functioning is not impaired when the oil is contaminated to a degree (with respect to particle size and density) that is greater than that established for the engine under Part 33 of this chapter.

(3) The oil strainer or filter, unless it is installed at an oil tank outlet, must incorporate a means to indicate contamination before it reaches the capacity established in accordance with paragraph (a)(2) of this section.

(4) The bypass of a strainer or filter must be constructed and installed so that the release of collected contaminants is minimized by appropriate location of the bypass to ensure that collected contaminants are not in the bypass flow path.

(5) An oil strainer or filter that has no bypass, except one that is installed at an oil tank outlet, must have a means to connect it to the warning system required in § 27.1305(r).

(b) Each oil strainer or filter in a powerplant installation using reciprocating engines must be constructed and installed so that oil will flow at the normal rate through the rest of the system with the strainer or filter element completely blocked.

[Amdt. 27-9, 39 FR 35462, Oct. 1, 1974, as amended by Amdt. 27-20, 49 FR 6849, Feb. 23, 1984; Amdt. 27-23, 53 FR 34213, Sept. 2, 1988]