

IMMEDIATE ACTION

SERVICE



BULLETIN

NUMBER 125

September 29, 1954

SUBJECT: Fuel System Model PA-23

MODEL AFFECTED: Model PA-23, Serial Numbers listed below

The fuel valves located behind the firewalls under the rear upper engine nacelles are operated from the cabin by a flexible wire control.

If the attachment of the flexible wire to the fuel valve handle should become loose due to the backing off of the set screw and lock nut the wire will slide through the valve handle, thereby making it possible to completely move the cockpit control to the "FUEL ON" position without actually opening the valve. This condition will result in fuel starvation of an engine, and possible engine failure.

Therefore, to positively eliminate this condition, it is necessary to immediately inspect the attachment of the flexible wire to the fuel valve handle to determine if the set screw and lock nut are tight and to rework the end of the flexible wire in accordance with the Sketch "A" shown on the reverse side of this Bulletin. The Models affected are Serial Numbers 23-1 to 23-32 inclusive and 23-37.

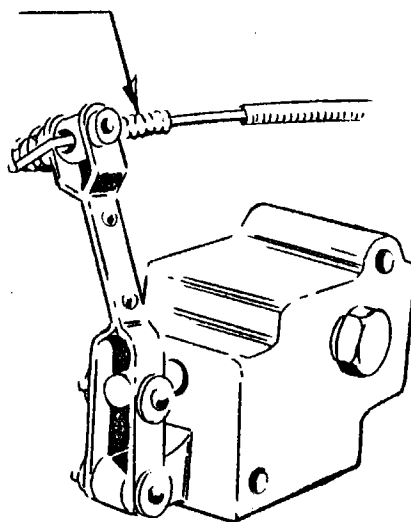
The fuel cell caps, Part Number 17672-00, should be modified to preclude the possibility of an airport attendant pushing the locking lever of the cap in the wrong direction, thus having an unlocked condition when the cap is supposed to be locked.

The following aircraft are affected: Serial Numbers 23-2 to 23-4 inclusive, 23-10, 23-13, 23-15 to 23-31 inclusive, 23-37 and 23-38. The cap can be modified by installing Part Number 18485-00 as per Sketch "B" shown on the reverse side of this Bulletin. Parts can be obtained through the Distributor or Dealer in your area at No Charge.

PIPER AIRCRAFT CORPORATION, LOCK HAVEN, PA.. U. S. A.

SKETCH "A"

SOLDER SEVERAL
TURNS OF SAFETY WIRE
TO CONTROL CABLE TO
PREVENT SLIPPAGE



SKETCH "B"

