



SERVICE LETTER

No. 709

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

May 1, 1974

3712
ATA-3720

Subject:

Inspection of Pneumatic Pump Mounting Flanges

Models Affected:

PA-31P Navajo

Serial Numbers Affected:

31P-2 and up

Compliance Time:

At each regularly scheduled inspection interval (i.e., 100 hour inspection, annual inspection, Programmed Inspection event).

Purpose:

There have been a few reported cases of cracks appearing in certain areas of the pneumatic pump mounting flanges (refer to attached sketch for details). Further, the possibility exists that the pneumatic pump mounting nuts may have been improperly torqued following removal of the pump(s) in the field.

Periodic and thorough pneumatic pump inspection in conjunction with proper torqueing of pump attachment hardware should provide maximum pneumatic pump operational service life. The attached sketch/illustration will assist in conducting proper inspection of the pneumatic pump.

Instructions:

The attached sketch/instruction sheet illustrates the pump surfaces to which the inspection should be concentrated and specifies proper mounting nut torque value.

1. Gain access to the pneumatic pumps, located on the inboard side of the right engine and the outboard side of the left engine.
2. Refer to attached sketch/instruction sheet for inspection procedure.
3. Replace pneumatic pump(s), as required per instructions (reference attached sketch/instruction sheet, Item No. 2b).
4. Make appropriate log book entry.

NOTE: A copy of Avco Lycoming Service Instruction No. 1261 dated October 13, 1972 is also attached. Insure that the provisions contained therein have been complied
(over)

Instructions: (continued)

with when conducting the inspection denoted on the service release.

Material Required:

Not applicable.

Availability of Parts:

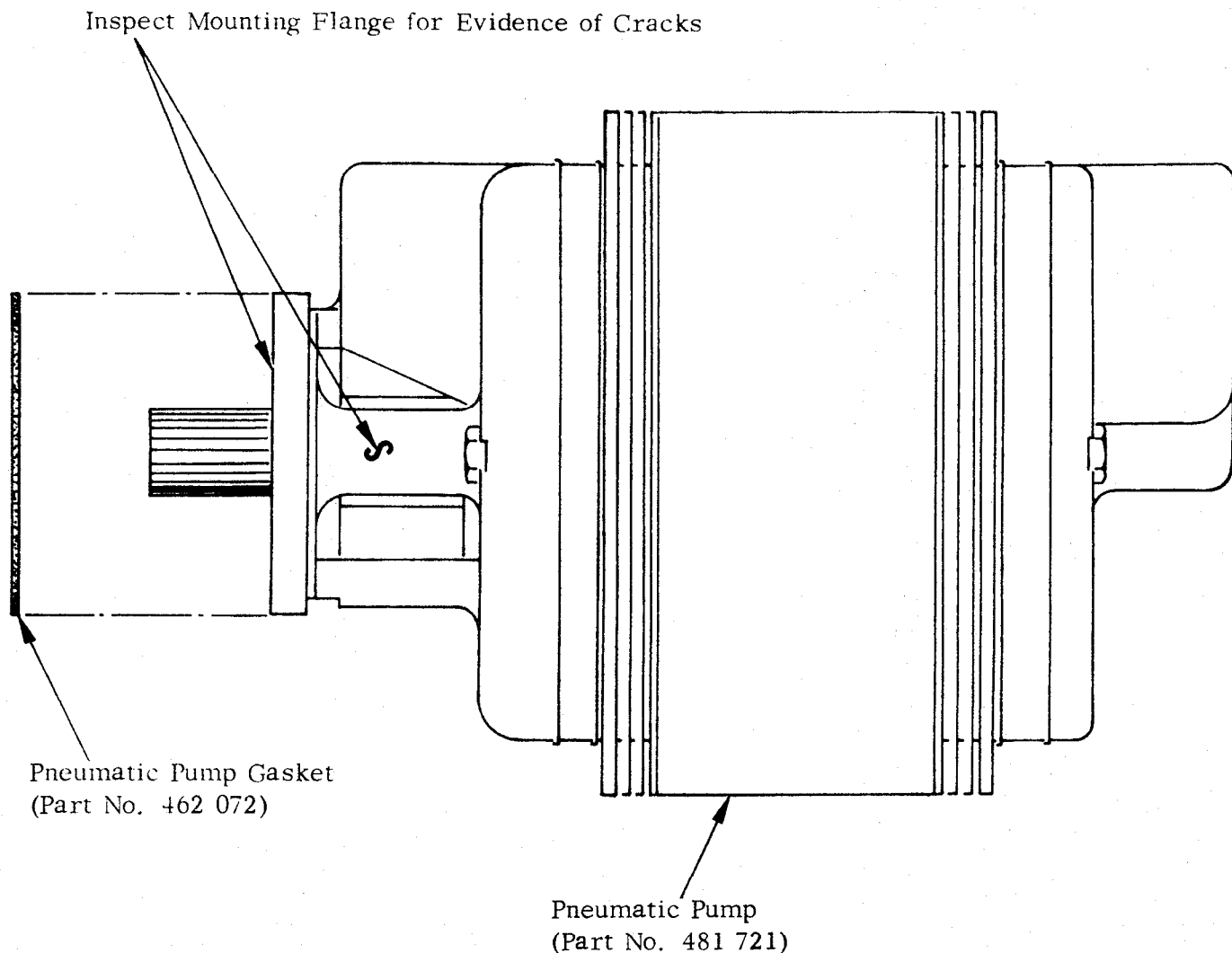
Not applicable.

Effectivity Date:

This Service Letter is effective May 17, 1974.

Summary:

This service release is submitted to amplify the necessity of proper and thorough inspection in the areas described above, and should become a part of the regularly scheduled inspection procedure. Your Piper Field Service Facility will provide you with pneumatic pump price and availability information, should replacement be required as a result of the inspection process.



● INSTRUCTIONS

1. Remove the engine-driven pneumatic pump from both engines.
2. Carefully inspect mounting flanges, on each pump, for evidence of cracks.
 - a. If cracks are not detected, reinstall existing pump(s).
 - b. If cracks are detected, install new pump(s) Part No. 481 721.
3. Replace gasket following pump removal.
4. Torque mounting nuts 40 to 50 inch lbs. NOTE

Refer to the attached Avco Lycoming Service Instruction No. 1261 prior to installing new or existing pumps. Comply with the provisions of the modification if applicable.

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Service Instruction

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DATE: October 13, 1972

Service Instruction No. 1261
Engineering Aspects are
FAA (DEER) Approved

SUBJECT: Sealing Oil Supply Ports

MODELS AFFECTED: TIGO-541 series engines with serial numbers 101-62 thru and including 202-62

TIME OF COMPLIANCE: At next 100 hour engine inspection or before at owners discretion.

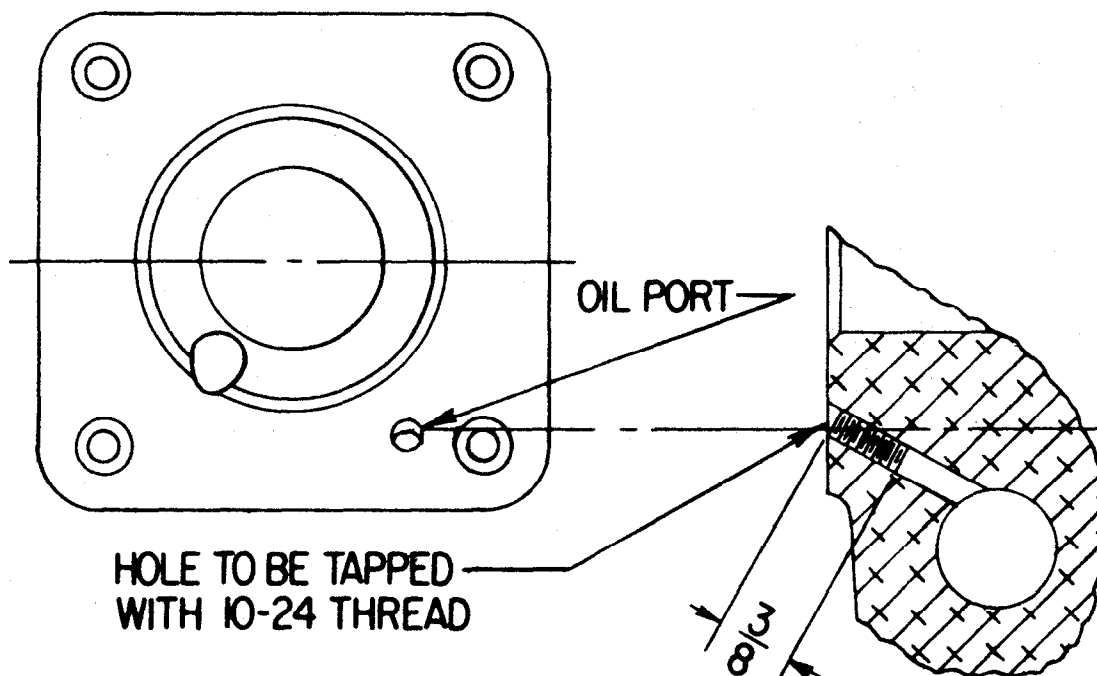
The applicable engines were designed and built with internal oil passages to supply pressure lubrication to the various accessories. However, both hydraulic and vacuum pumps, supplied by the aircraft manufacturer are self-lubricated and the oil supply passages, which terminate on the accessory mounting pads, are not required. Therefore, to avoid oil leaks in the event either accessory pump should become loose or detached, it is recommended that the oil passages be sealed off as described in the following paragraphs.

See accompanying illustration. Remove accessories and gaskets from both vacuum and hydraulic pump mounting pads. Place cup grease in the oil supply

ports so that cuttings will not enter the main oil galley. Using greased 10-24, H-1 plug tap, proceed to tap a thread approximately 3/8 inch deep in both oil ports. Remove the cup grease from the ports and thoroughly clean the affected areas. Apply Loctite sealant, grade AVV to 10-24 x 1/4 inch recessed socket set screw and install screws to bottom in the tapped holes.

NOTE

Use new gaskets before assembling the pumps. A note indicating completion of this modification should be entered in the engine log book.



**VACUUM OR HYDRAULIC MOUNTING PAD SHOWING
LOCATION OF OIL PORT AND SECTION THRU AREA
TO BE TAPPED**