



The New Piper Aircraft, Inc.

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Vero Beach, Florida, U.S.A. 32960

SERVICE *No. 401A* BULLETIN

PIPER CONSIDERS COMPLIANCE MANDATORY

Date: May 16, 2000

(M)

(Service Bulletin 401A supercedes and voids Service Bulletin 401, dated May 21, 1974.)

“Revision A to this Service Bulletin is approved by the Manager, Atlanta Aircraft Certification Office, ACE-115A, by letter dated April 27, 2000, as an alternative means of compliance with AD 74-22-05, paragraph b.”

REASON FOR REVISION: To announce that the heater fuel valve assemblies that Service Bulletin 401 originally addressed are no longer available, and to add information for the new heater fuel valve assemblies.

This Service Bulletin is divided into two parts. Part I addresses the no longer available heater fuel valve assembly and Part II addresses the new heater fuel valve assembly. (If you have previously complied with Service Bulletin 401, then you may disregard Part I of this Service Bulletin).

SUBJECT:

INSPECTION OF HEATER FUEL VALVE

MODELS AFFECTED:

PART I

PA-23, PA-23-160 Apache
PA-23-235, PA-23-250 and
PA-23-250 (Six Place) Aztec

PART II

PA-23, PA-23-160 Apache
PA-23-235, PA-23-250 and
PA-23-250 (Six Place) Aztec

SERIAL NUMBERS AFFECTED:

23-1 to 23-2046 inclusive

27-1 to 27-3836 inclusive, 27-3838 to 27-3943 inclusive

23-1 to 23-2046 inclusive

27-1 to 27-7405431 inclusive

COMPLIANCE TIME: **PARTS I and II:** At the next 100 hour inspection or annual inspection, whichever occurs first.

APPROVAL: **PARTS I and II:** The technical contents of this Service Bulletin have been approved by the Federal Aviation Administration (FAA).

PURPOSE: **PART I (for heater fuel valve assemblies with holes in the stem cap nut)**

A situation has occurred where the heater fuel valve core “backed out” of the fuel valve, allowing leakage of fuel into the belly of the aircraft adjacent to the fuel system control box assembly. Adequate safetying of the fuel valve cap nut normally prevents the valve core from “backing out”; the current Apache and Aztec Service Manuals, Section XIII, Inspection and Repair of Heater Fuel Valves, illustrate and describe proper safetying of the fuel valve stem cap nut and also states that “if any part of the stem assembly is not drilled for safetying purposes, replace the assembly.” Refer to Figure 1 of this Service Bulletin for an illustration of proper safety wire installation on heater fuel valves with holes in the stem cap nut.

Since there were several previous methods of safetying the fuel valve stem cap nut (not safety wire), and since it is apparent that not all affected aircraft have checked and replaced stem assemblies in accordance with the instructions in the service manual, Part I of this Service Bulletin requests that the heater fuel valve stem assembly cap nut be inspected to insure that it is safetyed properly, and to replace the stem assembly if the proper method of safetying was not employed. Refer to Apache and Aztec Service Manuals, Section XIII, Inspection and Repair of Heater Fuel Valves.

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PURPOSE: (continued)**PART II (for heater fuel valve assemblies with safety plate tab)**

Since heater fuel valves with safety wire holes in the stem cap nut are no longer available, Piper has designed a new heater fuel valve assembly which incorporates a different safety wire installation. The new heater fuel valve is a complete assembly that incorporates a safety plate tab and safety wire, which has been pressure tested to 40 psi. (The Piper Part Number, 19460-00, remains the same.) Refer to Figure 2 of this Service Bulletin for an illustration of proper safety wire installation on heater fuel valves with the safety plate tab.

Part II of this Service Bulletin requests that the heater fuel valve stem assembly cap nut be inspected to insure that it is safetied properly, and to replace the valve assembly if the proper method of safetying was not employed.

INSTRUCTIONS:**PARTS I and II**

1. Gain access to the heater fuel valve in accordance with the Apache and Aztec Service Manuals, Section XIII, Removal of Heater Fuel Valve.
2. Inspect the stem and cap nut for proper safetying in accordance with Figures 1 or 2 (whichever applies) of this Service Bulletin.
3. If any part of the stem assembly is damaged or is not able to be safety wired properly, or if leakage is evident, replace the assembly.
4. Install the heater fuel valve in accordance with the Apache and Aztec Service Manuals, Section XIII, Installation of Heater Fuel Valve.
5. If proper safetying is evident in accordance with Figures 1 or 2 (whichever applies) of this Service Bulletin, and no leakage is evident, the aircraft may be returned to service.
6. Make appropriate log book entry.

MATERIAL REQUIRED:

PARTS I and II: One (1) each per aircraft, Heater Fuel Valve Assembly, Piper Part No. 19460-00, if required per Instructions, above.

AVAILABILITY OF PARTS:

PARTS I and II: Your Piper Field Service Facility.

EFFECTIVITY DATE:

PARTS I and II: This Service Bulletin is effective upon receipt.

SUMMARY:

This service release is submitted to owners and operators of above referenced aircraft to reiterate the necessity of compliance with existing inspections per service manual inspection procedures, and to insure that the above referenced area is regularly inspected in accordance with existing inspection requirements.

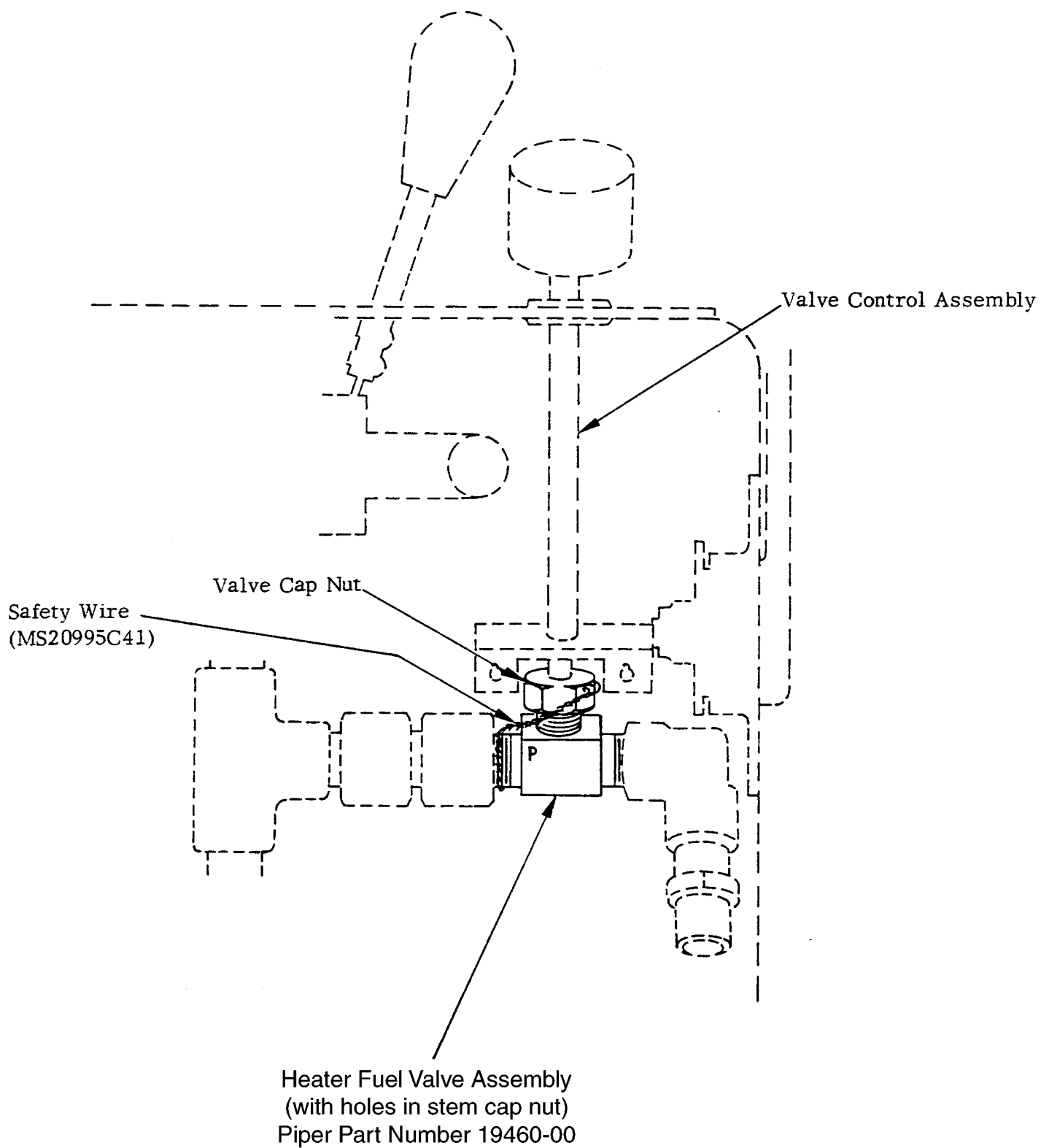


Figure 1

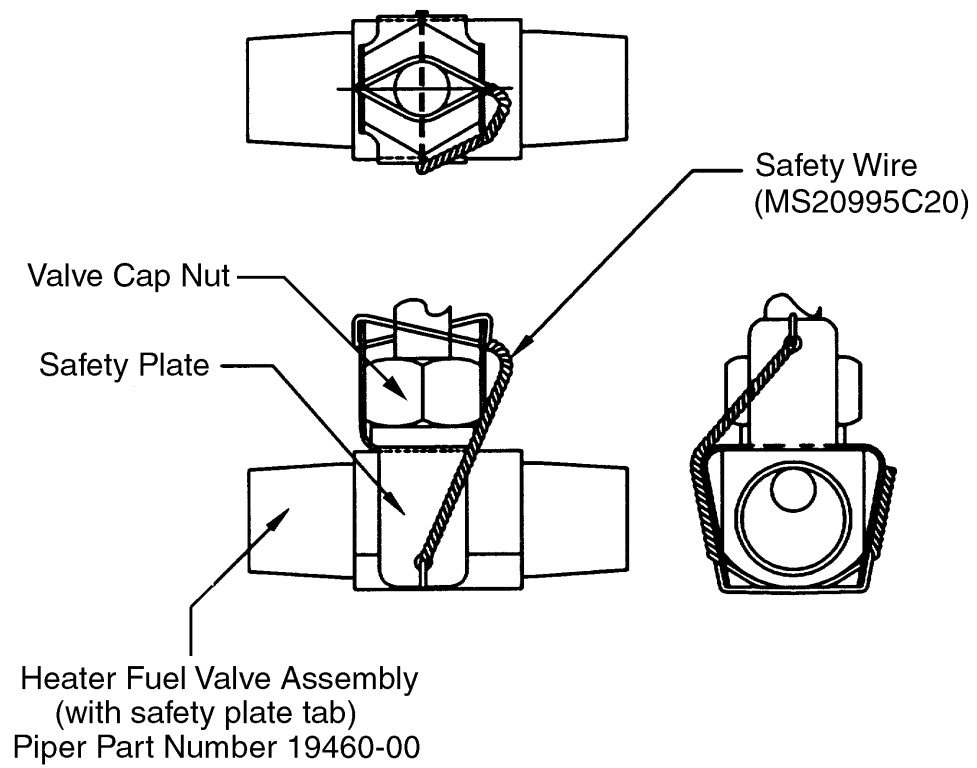


Figure 2