



SERVICE BULLETIN

No. 629

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

FAA DOA SO-2 Approved
Modification FAA DOA EA-1 Approved

November 15, 1978 S/M

Subject: Landing Gear Hose Assembly Inspection
and Replacement.

IMPORTANT NOTICE

Regardless of the Models Affected and Serial Numbers Affected listed below, any PA-23-235, PA-23-250, PA-23-250 (six place), PA-31-300, PA-31, PA-31-325, PA-31-350, PA-31P, PA-31T and PA-31T1 aircraft which has had Hose Assembly, Piper Part Number 17766-27, changed (replaced) between October 1, 1977, and the date of this Service Bulletin are to comply with the provisions of this Service Bulletin.

Models Affected:

PA-23-250 (6 place) Aztec F

PA-31 Navajo and
PA-31-325 Navajo C/R

PA-31-350 Chieftain

PA-31T1 Cheyenne I

PA-31T Cheyenne/Cheyenne II

Serial Numbers Affected:

27-7854007 through 27-7854077, 27-7854079
through 27-7854133, 27-7854135 through
27-7854137, 27-7854140 through 27-7954010,
27-7954012, 27-7954013, 27-7954015,
27-7954017 and 27-7954018.

31-7812016 through 31-7912004.

31-7852018 through 31-7952006.

31T-7804001 through 31T-7804011 and
31T-7904002 through 31T-7904006.

31T-7720069 through 31T-7920008,
31T-7920011 and 31T-7920012.

Compliance Time: Within the next ten (10) hours of operation or at the next regularly scheduled inspection event, whichever occurs first.

Purpose: There have been field reports of instances of leakage of Landing Gear Hose Assembly, Piper Part Number 17766-27. Deutsch Metal Components Division advises that some of these Hose Assemblies with an assembly date of 4Q77 and 1Q78 could have been assembled from a batch of hose material, some of which was found to have a delaminated tube condition. Delamination of a hose could cause intermittent, partial or full blockage, or leakage. It is also possible that pieces of the hose could break away and be free within the affected system.

Purpose: (continued)

This Service Bulletin provides instructions for the inspection of Hose Assembly, Piper Part Number 17766-27, on above listed affected aircraft and on aircraft which have had that part purchased as a replacement on or since October 1, 1977. Those hoses having an assembly date of 4Q77 or 1Q78 stamped on the metal identification tag are to be removed from service and returned to Piper Aircraft Corporation, Lock Haven, Pa. 17745.

Instructions: For all aircraft listed under Serial Numbers Affected and for all PA-23-235, PA-23-250, PA-23-250 (6 place), PA-31-300, PA-31, PA-31-325, PA-31-350, PA-31P, PA-31T and PA-31T1 aircraft which have had Hose Assembly, Piper Part Number 17766-27, replaced on or since October 1, 1977:

1. Locate affected Hose Assemblies and identify as Piper Part Number 17766-27.

NOTE

On PA-23 series: Pressure Nose Gear Cylinder Up and Pressure Anti-Retract Valve - three (3) per aircraft.

On PA-31 series, PA-31P, PA-31T and PA-31T1: Pressure Main Landing Gear Down Line, Cylinder - two (2) per aircraft.

2. Inspect the metal identification tag on the Hose Assemblies for an assembly date of 4Q77 or 1Q78 (See attached sketch).
3. If a Hose Assembly has an assembly date other than 4Q77 or 1Q78, no further action is required. Make an appropriate log book entry of compliance with this Service Bulletin.
4. If a Hose Assembly is found to have an assembly date of 4Q77 or 1Q78, place the aircraft on jacks (See Service Manual) and proceed with Instructions 5.
5. Remove Hose Assembly(ies) which have assembly dates of 4Q77 or 1Q78. Visually inspect the Hose Assembly for blockage, deterioration or signs of leakage which would indicate delamination.
6. If no evidence of delamination is present, replace the Hose Assembly(ies) with new part(s) having an acceptable assembly date and proceed to steps 6.a. and 6.b.
 - a. Cycle landing gear and check for leaks. (See Service Manual).
 - b. Remove the aircraft from jacks and make appropriate log book entry of compliance with this Service Bulletin.
7. If evidence of delamination is present, obtain new part(s) having an acceptable assembly date and proceed with steps 7.a. through 7.f.

Instructions: (continued)

7.
 - a. If evidence of delamination is present in the removed Hose Assembly(ies), the lines will require flushing as a precaution against delaminated pieces of the hose lining being lodged in the lines.
 - b. With the Hose Assembly(ies) removed, allow sufficient hydraulic fluid to flow out of the system through the open line(s) by placing the landing gear selector lever in the appropriate position and operating the hydraulic powerpak. Keep sufficient clean hydraulic fluid in the powerpak reservoir to thoroughly flush out the line(s).
 - c. Remove the landing gear actuators and flush with clean hydraulic fluid. (See Service Manual).
 - d. Install replacement Hose Assembly(ies). (See Material Required).
 - e. Cycle the landing gear and check for leaks. (See Service Manual).
 - f. Remove the aircraft from jacks and make appropriate log book entry of compliance with this Service Bulletin.

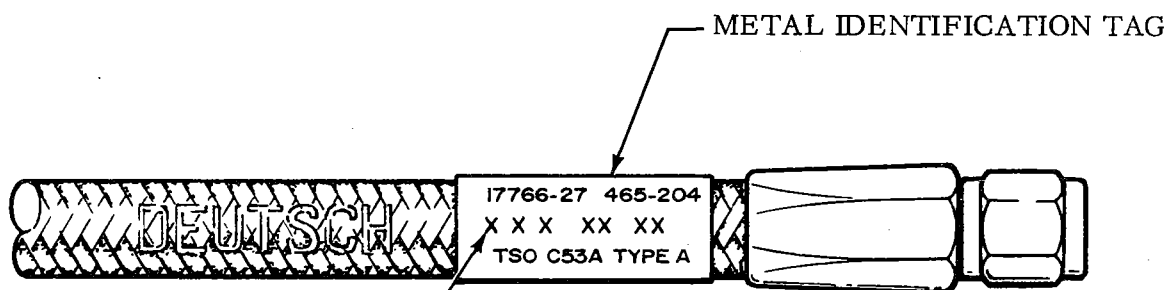
Material Required: As required, up to three (3) each per aircraft. Piper Part Number 17766-27, Hose Assembly (Refer to appropriate Parts Catalog for specific designation/location).

Availability of Parts: Your Piper Field Service Facility.

Effectivity Date: This Service Bulletin is effective upon receipt.

Summary: Please contact your Piper Field Service Facility to make arrangements for compliance with the provisions of this Service Bulletin in accordance with Compliance Time, above. For all aircraft requiring replacement of Hose Assemblies, reimbursement is available for material (up to three (3) hoses, as required), and for labor (for replacement and/or flushing, as required) through your Piper Field Service Facility in accordance with their respective material/labor allowance credit application procedure. No reimbursement is available for the inspection to determine whether the Hose Assembly requires replacement.

This offer is in effect for a period of time not to exceed 180 days from the date of this Service Release.



INSPECT ASSEMBLY DATE. HOSE ASSEMBLY
WITH ASSEMBLY DATE OF 4Q77 or 1Q78
MUST BE REPLACED.