



Piper Aircraft Corporation
Vero Beach, Florida, U.S.A.

SERVICE *No. 797B* BULLETIN

* PIPER CONSIDERS *
* COMPLIANCE MANDATORY *

Date September 1, 1987

S/M

(Service Bulletin No. 797B supersedes and voids Service Bulletin No. 797A dated April 2, 1985.)

SUBJECT:

Fuel Port Restrictor Installation

REASON FOR REVISION:

Since issue of Service Bulletin 797A there has been an unsatisfactory compliance by operators. One purpose of this revision is to remind operators of the need to incorporate fuel port restrictors in their aircraft and to announce that, as part of its effort to urge compliance, Piper will continue to offer the necessary parts at special prices.

Another purpose of this revision is to provide instruction in the event that jet fuel is introduced into a piston engine aircraft.

MODELS AFFECTED:

PA-23-250 Aztec F
PA-31-300/310/325 Navajo/Navajo CR
PA-31-350 Chieftain
PA-31-350 T-1020
PA-31P Pressurized Navajo
PA-31P-350 Mojave
Aerostar 600, 601, 601P, 602P, 700P
PA-36-285 Brave
PA-36-300 Brave
PA-36-375 Brave

SERIAL NUMBERS AFFECTED:

27-7654001 through 27-8154030
31-1 through 31-8312019
31-5001 through 31-8452021
31-8253001 through 31-8553002
31P-1 through 31P-7730012
31P-8414001 through 31P-8414050
ALL
36-7360001 through 36-7660135
36-7760001 through 36-8160023
36-7802001 through 36-8302025

COMPLIANCE:

Within the next one-hundred (100) hours of operation or within the next ninety (90) days, whichever occurs first.

(Over)
ATA: 2812

PURPOSE: Several serious airplane crashes have been attributed to improper fuel being used. Jet fuel introduced into a piston engine will result in damage to the engine, engine failure, or sudden engine stoppage often during the initial take off phase of a flight.

WARNING

If jet fuel is introduced into the fuel tanks of a piston engine powered aircraft, it can cause damage to the fuel system and/or engine. Jet fuel may not be compatible with fuel tank sealants, seals, gaskets, o'rings, flexible lines and other fuel system components. The fuel system must be inspected for unknown damage; such unknown damage may require the replacement of all non-metallic materials in the fuel system unless their compatibility with jet fuel can be established.

If the engine has been operated on jet fuel contact the engine manufacturer for instructions (Reference Avco Lycoming Service Bulletin No. 398).

Piper Aircraft Corporation is participating in an industry-wide program to prevent the misfueling of aircraft. A major effort is now being made throughout the aircraft and aviation fuel industry to insure that all fueling facilities will employ a standard 3-inch diameter fuel hose nozzle on equipment dispensing jet fuel. This will prevent the insertion of a jet fuel nozzle into any fuel port having a diameter less than three inches.

The above listed piston-powered Piper Models were built and delivered with fuel ports having a 3-inch diameter. Piper considers it mandatory that the fuel ports of these aircraft be fitted with an inner ring and a new fuel cap to effectively reduce the fuel port to a diameter which will not permit the insertion of the 3-inch jet fuel nozzle.

This Service Bulletin announces the availability of a Fuel Port Restrictor Kit containing all material and instructions required to install a restrictor ring and new fuel cap into the existing 3-inch fuel ports. Shaw Aero, Inc. has designed these kits and the General Aviation Manufacturer's Association has received FAA verification that the device may be installed under FAR's 43.3 (h) and 43.7 (f) by the holder of a pilot certificate.

APPROVAL: The technical contents of this Service Bulletin have been F.A.A. approved.

INSTRUCTIONS:

NOTE: Aircraft which have complied with Service Bulletin No. 797A are in compliance with Service Bulletin No. 797B.

1. Determine type and number of kits required to modify all fuel ports on the aircraft.
2. All material and instructions for installation are contained in the appropriate kit.

MATERIAL REQUIRED:MODELS AFFECTED:

PA-31-300/310/325 Navajo/Navajo CR
PA-31-350 Chieftain
PA-31P Pressurized Navajo
PA-23-250 Aztec F
PA-31-350, T-1020

PIPER

PART NUMBER

566-500

SERIAL NUMBERS AFFECTED:

31-7300962 through 31-8312019
31-7305072 through 31-8452021
31P-7300145 through 31P-7730012
27-7654001 through 27-8154030
31-8253001 through 31-8553002

NOMENCLATURE

Kit-Fuel Port Adapter
(Shaw p/n 531-035)
with TWO (2) CAPS AND
INSERTS.

MODELS AFFECTED:

PA-31-300/310 Navajo
PA-31-350 Chieftain
PA-31P Pressurized Navajo
PA-36-285 Brave
PA-36-300 Brave
PA-36-375 Brave

PIPER

PART NUMBER

566-502

SERIAL NUMBERS AFFECTED:

31-1 through 31-7300961
31-5001 through 31-7505071
31P-1 through 31P-7300144
36-7360001 through 36-7660135
36-7760001 through 36-8160023
36-7802001 through 36-8302025

NOMENCLATURE

Kit-Fuel Port Adapter
(Shaw p/n 516-005)
with TWO (2) CAPS AND
INSERTS.

MODELS AFFECTED:

PA-31P-350 Mojave

PIPER

PART NUMBER:

566-510

SERIAL NUMBERS AFFECTED:

31P-8414001 through 31P-8414050

NOMENCLATURE

Kit-Fuel Port Adapter
(Shaw p/n 557-062)
with TWO (2) CAPS AND
INSERTS. (LIGHTNING
RESISTING)

(Over)

MODELS AFFECTED:

Aerostar 600, 601, 601P,
602P, 700P

PIPER

PART NUMBER

566-515

SERIAL NUMBERS AFFECTED:

60-0001 through 60-8423025

NOMENCLATURE

Kit-Fuel Port Adapter
(Shaw p/n 531-086)
with THREE (3) CAPS AND
INSERTS.

NOTE: If optional fuselage tank is
installed (602P and 700P only), order
below listed Fuel Port Adapter Kit.

566-516

Kit-Fuel Port Adapter
(Shaw p/n 531-087)
with ONE (1) CAP AND
INSERT.

AVAILABILITY OF PARTS:

Your Piper Field Service Facility.

EFFECTIVITY DATE:

This Service Bulletin is effective upon receipt.

SUMMARY:

Any applicable Factory Participation will remain
in effect for a period of time not to exceed 180 days from the date of this
Service Bulletin.

Please contact your Factory Authorized Piper Field Service Facility to make
arrangements for compliance with this Service Bulletin in accordance with the
Compliance Time indicated, and to obtain information concerning any applicable
Factory Participation.

NOTE: If you are not longer in possession of this aircraft, please forward this
information to the present owner/operator and notify the Factory of
address/ownership corrections. Changes should include aircraft model,
serial number, current owner's name and address.

Corrections/Changes should be directed to:

Piper Aircraft Corporation
Attn: Product Support
P.O. Box 1328
Vero Beach, FL 32961-1328