

Airworthiness Directive

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-3485; AD 79-13-03

Airworthiness Directives; Piper Models PA-28-161, PA-28-181, PA-28-236, PA-28-201T, PA-28R-201, PA-28R-201T, PA-28RT-201, and PA-28RT-201T Airplanes

PDF Copy (If Available):

▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective June 8, 1979.

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79-13-03 PIPER AIRCRAFT CORPORATION: Amendment 39-3485. Applies to the following Piper models of aircraft certificated in all categories: PA-28-161, S/N 28-7816340 through 28-7916410; PA-28-181, S/N 28-7890276 through 28-7990429; PA-28-236, S/N 28-7911001 through 28-7911167; PA-28-201T, S/N 28-7921001 through 28-7921028; PA-28R-201, S/N 28R-7837150 through 28R-7837317; PA-28R-201T, S/N 28R-7803185 through 28R-7803373; PA-28RT-201, S/N 28R-7918001 through 28R-7918128; PA-28RT-201T, S/N 28R-7931001 through 28R-7931187.

Compliance is required as indicated, unless already accomplished.

To prevent a potential fire hazard, accomplish the following:

(a) Prior to the next flight after the effective date of this AD and prior to each flight thereafter until compliance with the requirements of paragraph (b)(1) through (b)(7) have been accomplished, check for evidence of fuel leaks, wetting, fuel stains, and/or fumes at inboard area of both wings, and in the cabin area. Make appropriate maintenance record entry.

(b) If, as a result of checks required by paragraph (a), leakage, wetting, fuel stains or fumes are evident, accomplish the following prior to further flight:

(1) Gain access to all Parker-Hannifin unions (identified D1 or D1PH6) located at inboard areas of both wings, under the left cabin side panel and in the spar box area. For 201T models only, include vent line fitting at lower aft corner of the door.

(2) Torque each fitting to the requirements of Table I.

(3) Measure the distance between the face of union and face of tubing fitting. Refer to Figure I.

(4) If torque and/or dimensions are not in accordance with the requirements of Table I and Figure I, comply with paragraph (c).

(5) Fill the airplane tanks full of fuel and run engine for three (3) to five (5) minutes on each tank.

(6) Inspect fittings for leakage and if no leaks are found, no further action is necessary except for the appropriate maintenance record entry.

(7) If leakage is still evident, comply with the requirements of paragraph (c).

(c) If as a result of checks or inspections required by this Airworthiness Directive, the fittings or unions are found damaged, they continue to leak, or they do not comply with the requirements of Table I and Figure I, correct in accordance with (1), (2), or (3) below and accomplish paragraphs (b)(4), (b)(5), and (b)(6).

(1) Remove the leaking union and replace it using a standard "AN" fitting as outlined in AC 43.13-1A, paragraphs 393 and 709, or

(2) Replace with Piper preswaged and presealed tube and union and apply thread lube as outlined in Table II. Carefully align the tube, snug up the nut finger tight, and tighten the nut one (1) to two (2) flats (1/6 to 1/3 of a turn). Maintain dimensional tolerance of Figure I, or

(3) Repair by using the same size Parker-Hannifin unions and fittings which have not been preswaged or presealed. Apply thread lube as outlined in Table II, snug up the nut finger tight, and using a tube wrench tighten the nut one and one-quarter (1-1/4) turns.

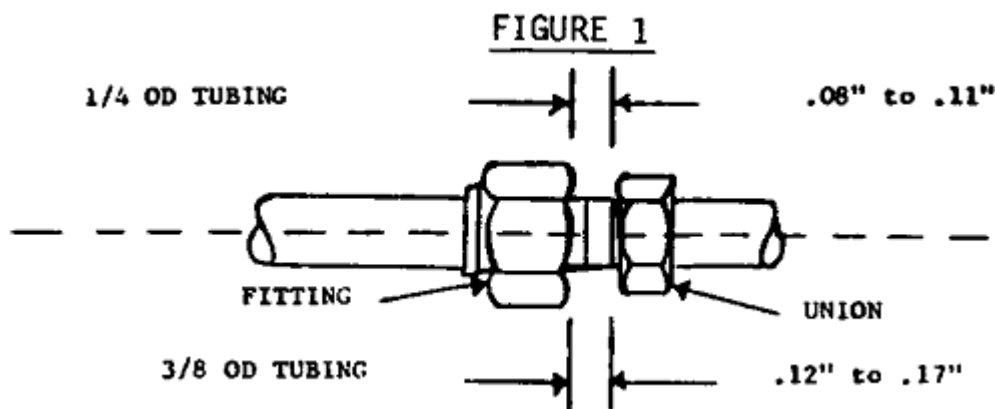
(d) Within the next 100 hours time in service after the effective date of this Airworthiness Directive, comply with the requirements of paragraphs (b)(1) through (b)(7), unless already accomplished.

(e) Checks specified in paragraph (a) may be accomplished by the pilot.

(f) Compliance with the provisions of this Airworthiness Directive may be accomplished in an equivalent manner approved by the Chief, Engineering and Manufacturing Branch, Southern Region.

TABLE I		
TUBE SIZE	APPLIED TORQUE	EQUIPMENT
1/4 OD	75-95 inch pounds	Use a tubing crows foot
3/8 OD	175-195 inch pounds	

TABLE II
Slip spray lubricant (Dupont), or equivalent.
Ferulube (Parker-Hannifin), or equivalent.
Apply the lubricant to the male connector thread.
Do not allow lubricant to enter the throat of the connector seat or contact the ferrule seat face.



Piper Service Bulletin No. 638 pertains to this subject.

This amendment becomes effective June 8, 1979, except those for whom it became effective May 2, 1979 by airmail letter.

▼ **Footer Information**

▼ **Comments**

