

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll / modifiering av kylflätdarplåtarnas tätning

GÄLLER: Modell PA31, PA31-300 och PA31-325 S/N 31-2 t o m 31-8012089 och modell PA31-350 S/N 31-5001 t o m 31-8052199.

ÅTGÄRD: Kontrollera och utför modifiering av kylflätdarplåtarnas tätning enligt anvisningarna i bifogad kopia av FAA AD 93-23-13.

TID FÖR ÅTGÄRD: Inom 50 flygtimmar och därefter i 50 timmarsintervaller räknat från detta LVD's utgivningsdatum, efter införande av Piper Kit 764093 eller i enlighet med (b)(1) eller (b)(2) i FAA AD 93-23-13 är repetitiv inspektion ej ett krav.

UNDERLAG: Piper Kit 764093 samt Figure 1 i FAA AD 93-23-13

REFERENS: FAA AD 93-23-13

UTGIVNINGSDATUM: 1994-02-10

LFS: 1994:4

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



AIRWORTHINESS DIRECTIVE

FLIGHT STANDARDS SERVICE
REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

93-23-13 PIPER AIRCRAFT CORPORATION: Amendment 39-8749. Docket No. 93-CE-32-AD. Supersedes AD 93-02-13, Amendment 39-8496 which superseded AD 92-26-02, Amendment 39-8429 and AD 80-20-04, Amendment 39-3925.

Applicability: Model PA31, PA31-300, and PA31-325 airplanes (serial numbers 31-2 through 31-8012089), and Model PA31-350 airplanes (serial numbers 31-5001 through 31-8052199), certificated in any category.

Compliance: Required initially within the next 50 hours time-in-service (TIS) after the effective date of this AD, unless already accomplished (compliance with AD 80-20-04, Amendment 39-3925, AD 92-26-02, Amendment 39-8429, or AD 93-02-13, Amendment 39-8496), and thereafter as indicated.

To prevent improper sealing of the baffle seals to the engine cowl, which could result in high engine operating temperatures, accomplish the following:

(a) Visually inspect the engine baffle seals for proper positioning by using a light and looking in air inlets and access doors to ensure that forward seals and lower aft seals are all facing forward and not blown back.

(b) If baffle seals are improperly positioned (blown back), prior to further flight, accomplish one of the following:

(1) Install thicker baffle seals in accordance the instructions to Piper Kit 764 093, dated November 10, 1980; or

NOTE 1: Piper Kit 764 093 includes the entire baffle assembly consisting of both baffles and baffle seals. Replacing the baffle seals included in this kit is the only requirement of paragraph (b)(1) or (c)(2) of this AD.

(2) Install baffles of one of the following materials in accordance with Figure 1 of this AD:

(i) Brown Aircraft Supply Engine Baffle Material, part number (P/N) BA71646-1 and BA71646-2, temperature range -40 to 300 degrees Fahrenheit.

(ii) Brown Aircraft Supply, Fiber Reinforced High Temperature Silicone Engine Baffle Material (red), P/N T-95182, temperature range -65 to 550 degrees Fahrenheit; and

(iii) Brown Aircraft Supply, Engine Baffle Material, P/N T-8071, temperature range -40 to 300 degrees Fahrenheit.

FIGURE 1 BROWN AIRCRAFT SUPPLY BAFFLE SEAL INSTALLATION PROCEDURES

1. Inspect the existing baffle seals through the front of the cowl to ensure existing seals are of sufficient length to provide at least 1-inch of contact with upper and lower cowls when properly positioned. Mark areas that need lengthening, and note the minimum length needed to meet requirements.

2. Remove the cowls in accordance with the applicable maintenance manual. Remove rivets, wire, and screws, as applicable, that secure baffle seals (fabric) to the engine baffles (metal). Retain any metal strips that are used to secure seals to the engine baffles.

3. Remove existing baffle seals and lay against Brown Aircraft Supply baffle seal material.

4. Cut new seals around the layout, ensuring that seals are lengthened as noted in procedure 1.

5. Reattach new seals to the engine baffles with the original screws, rivets, and wires, as applicable, or new hardware of the same part number.

NOTE: The front upper cowl baffle seal is most critical, especially at the inboard and outboard corners. If the old material can be removed intact, and the curve can be transferred to the new flat material, then it may not be necessary to slit the material where it curves from vertical to horizontal contact with the cowl. If the curve requires a slit in the material at the corner, then it is recommended that the slit be tied with ty-raps or safety wire to ensure contact with the cowl around the radius.

(c) If baffle seals are properly positioned (not blown back), within the next 50 hours TIS, accomplish one of the following:

(1) Reinspect the engine baffle seals as specified in paragraph (a) of this AD, and continue to reinspect thereafter at intervals not to exceed 50 hours TIS; or

(2) Install thicker baffle seals as specified in either paragraph (b)(1) or (b)(2) of this AD. This installation terminates the inspection requirements of this AD.

(d) The inspections required by this AD may be performed by the owner/operator holding at least a private pilot certificate as authorized by FAR 43.7, and must be entered into the aircraft records showing compliance with this AD in accordance with FAR 43.11.

(e) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office, 1669 Phoenix Parkway, Suite 210C, Atlanta, Georgia 30349. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

NOTE 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta Aircraft Certification Office.

(g) The installation (using Piper Aircraft Corporation parts) required by this AD shall be done in accordance with Piper Kit 764 093, dated November 11, 1980. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies may be obtained from the Piper Aircraft Corporation, 2926 Piper Drive, Vero Beach, Florida 32960. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment (39-8749) supersedes AD 93-02-13, Amendment 39-8496 which superseded AD 92-26-02, Amendment 39-8429 and AD 80-20-04, Amendment 39-3925.

(i) This amendment becomes effective on January 21, 1993.

FOR FURTHER INFORMATION CONTACT:

Ms. Juanita Craft-Lloyd, Aerospace Engineer, Propulsion Branch, Atlanta Aircraft Certification Office, 1669 Phoenix Parkway, Suite 210C, Atlanta, Georgia 30349; Telephone (404) 991-3810; Facsimile (404) 991-3606.