



# SERVICE LETTER

No. 520

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

February 3, 1969

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Subject: Inspection of Turbocharger Plenum Exhaust Welds  
(See attached AiResearch Service Bulletin No. 14.1.9)

Models Affected: PA-23-250 (six place) Aztec (Turbocharger only)

Serial Numbers Affected: 27-2505 to 27-3992 incl., 27-3994 to 27-4022 incl.,  
27-4024 to 27-4035 incl., 27-4037 to 27-4041 incl.,  
27-4043 to 27-4048 incl., 27-4050 to 27-4056 incl.,  
27-4058 to 27-4061 incl., 27-4064, 27-4066 to 27-4069  
incl., 27-4071 to 27-4077 incl., 27-4079; Turbocharger  
only.

Compliance Time: See attached AiResearch Service Bulletin No. 14.1.9;  
Section C - "Compliance"

Purpose: To provide distribution and insure compliance with the  
attached AiResearch Service Bulletin No. 14.1.9

Material Required: AiResearch Kit No. 301-P23-064

Availability of Parts: Piper Dealer

Material Allowance: See "Note to Distributors" below

Labor Allowance: See attached AiResearch Service Bulletin No. 14.1.9;  
Section D - "Manpower"

Labor Allowance Termination  
Date: August 31, 1969

Disposition of Replaced Parts: See compliance form contained in Kit No. 301-P23-064.

## NOTE TO DISTRIBUTORS

AiResearch Kit No. 301-P23-064 must be ordered from AiResearch,  
and will be supplied on a no-charge basis (See AiResearch Service  
Bulletin No. 14.1.9; Section F - "Parts Required for Replacement.")

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**AiResearch Aviation  
SERVICE COMPANY**

A division of THE GARRETT CORPORATION

INTERNATIONAL AIRPORT, LOS ANGELES

# Service Bulletin

BULLETIN NO. 14.1.9

REVISION

DATE 1/13/69

PAGE 1 of 1

## INSPECTION OF TURBOCHARGER PLENUM EXHAUST WELDS

A. Aircraft Effectivity:

All AiResearch Turbocharged Piper PA-23-250 and PA-E23-250 Aircraft, S/N 27-2505 to 27-3992 incl., 27-3994 to 27-4022 incl., 27-4024 to 27-4035 incl., 27-4037 to 27-4041 incl., 27-4043 to 27-4048 incl., 27-4050 to 27-4056 incl., 27-4058 to 27-4061 incl., 27-4064, 27-4066 to 27-4069 incl., 27-4071 to 27-4077 incl., and 27-4079.

B. Reason:

To inspect Exhaust Plenum, P/N 286-P23-060-7, for cracked welds at by-pass valve attaching flange.

C. Compliance:

Prior to further flight, visually inspect the Exhaust Plenum weld bead for cracks at the by-pass valve attaching flange. If cracking in the weld is evident, replace the Plenum immediately. If no cracking is evident during inspection, continue the Plenum in service. If aircraft time is 100 hours or more, no further special inspection is necessary. If aircraft time is less than 100 hours inspect every 25 hours until 100 hours is reached.

D. Manpower:

An estimated four (4) manhours are required per aircraft if replacement is necessary and will be reimbursed by AiResearch upon completion of the Compliance Form.

E. Weight and Balance:

Not affected.

F. Parts Required for Replacement:

AiResearch Kit No. 301-P23-064 supplied at no charge.

G. Inspection:

Inspect Exhaust Plenum Weld Beads, paying particular attention to the area noted in Figure I, Page 2.

H. Plenum Replacement Dis-assembly:

- A. Remove cowl scoop and lower outboard cowl panel.
- B. Remove Band Clamps from Exhaust end of Plenum and by-pass.
- C. Remove by-pass valve.
- D. Remove four (4) bolts attaching plenum to turbine and remove plenum.

I. Plenum Replacement:

- A. Follow reverse procedure for assembly, being sure that spacer, P/N 286-P23-060-65, is installed at slip joint between header and plenum.
- B. Torque both Band Clamps to a torque value of 115 lbs., inches.
- C. Check slip joint, P/N 286-P23-060-63, to be sure it is free to move for and aft, and check assembly for preloading.

J. After Running Engines:

- A. Check tailpipe clearance per Service Bulletin 14.1.8 for minimum clearance of .50 and maximum clearance of .75 to insure tailpipe is not rubbing firewall or cowl flaps.
- B. Recheck torque at Band Clamps for 115 lbs.inches.

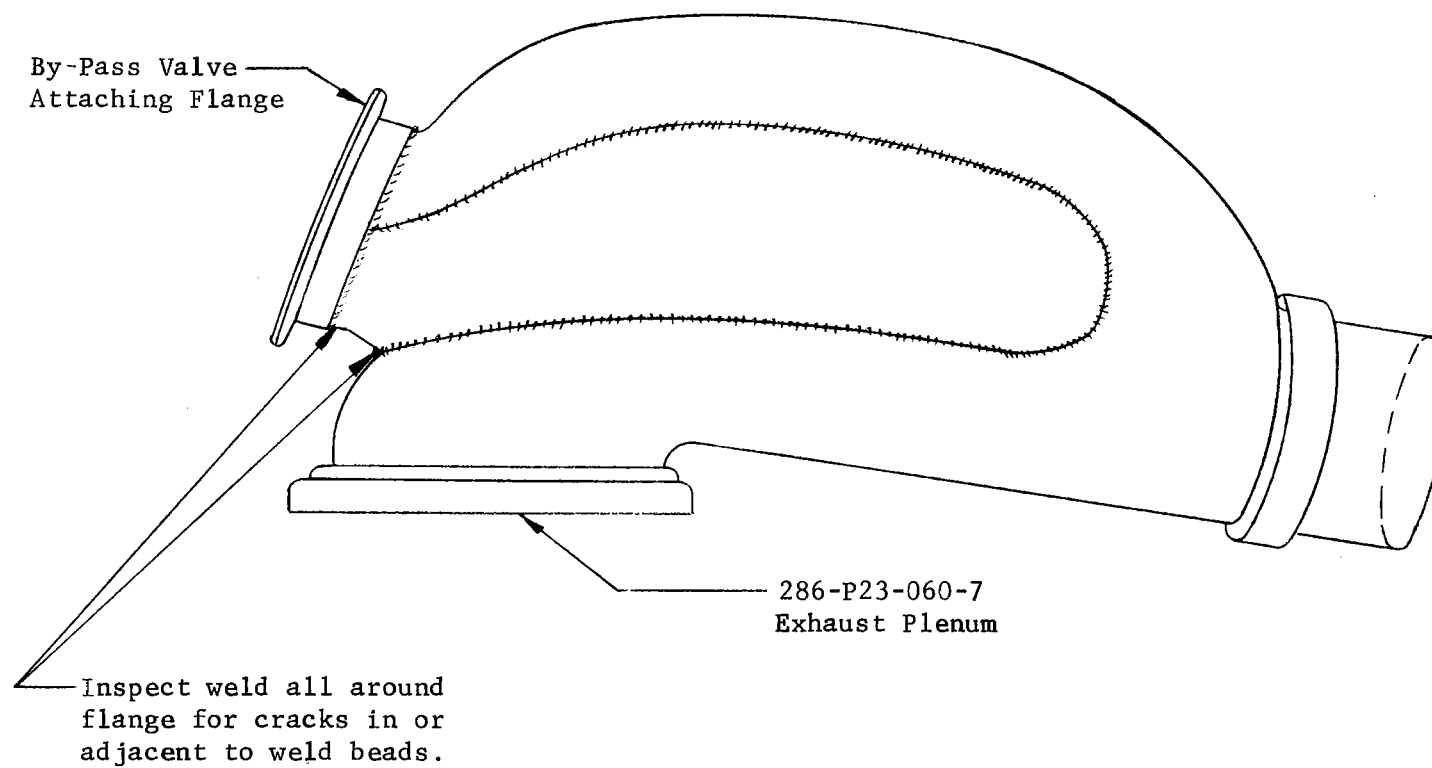


FIGURE 1