



SERVICE BULLETIN

No. 498

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

"DOA EA-1 Approved"

April 5, 1976

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Subject:

Inspection of Inboard Fuel Cell Vent Line Assemblies.

Models Affected:

PA-23-250 (Six Place) Aztec "F"

Serial Numbers Affected:

27-7654001 to 27-7654069 Inclusive.

Compliance Time:

At the next regularly scheduled inspection interval (100 hour, annual, programmed inspection event, etc.), not to exceed the next 50 hours of operation.

Purpose:

A recent condition was reported to the factory describing blocked Inboard Fuel Cell Vent Lines on one of the above referenced aircraft. It was determined that both Inboard Fuel Tank Vent Line Assemblies were installed in an inverted position, causing a "moisture trap" in a vent line. Further investigation revealed that this condition resulted from the left and right Fuel Cell Vent Line Assemblies being reversed during installation.

This service release provides instructions to inspect the Inboard Fuel Cell Vent Line Assemblies to insure proper installation and positioning in order to prevent obstructed Fuel Cell Vent Lines described above.

Instructions:

Refer to sketch/instructions data contained on the reverse side of this service release for proper inspection procedure and repositioning of vent lines, if required.

Material Required:

Not applicable.

Availability of Parts:

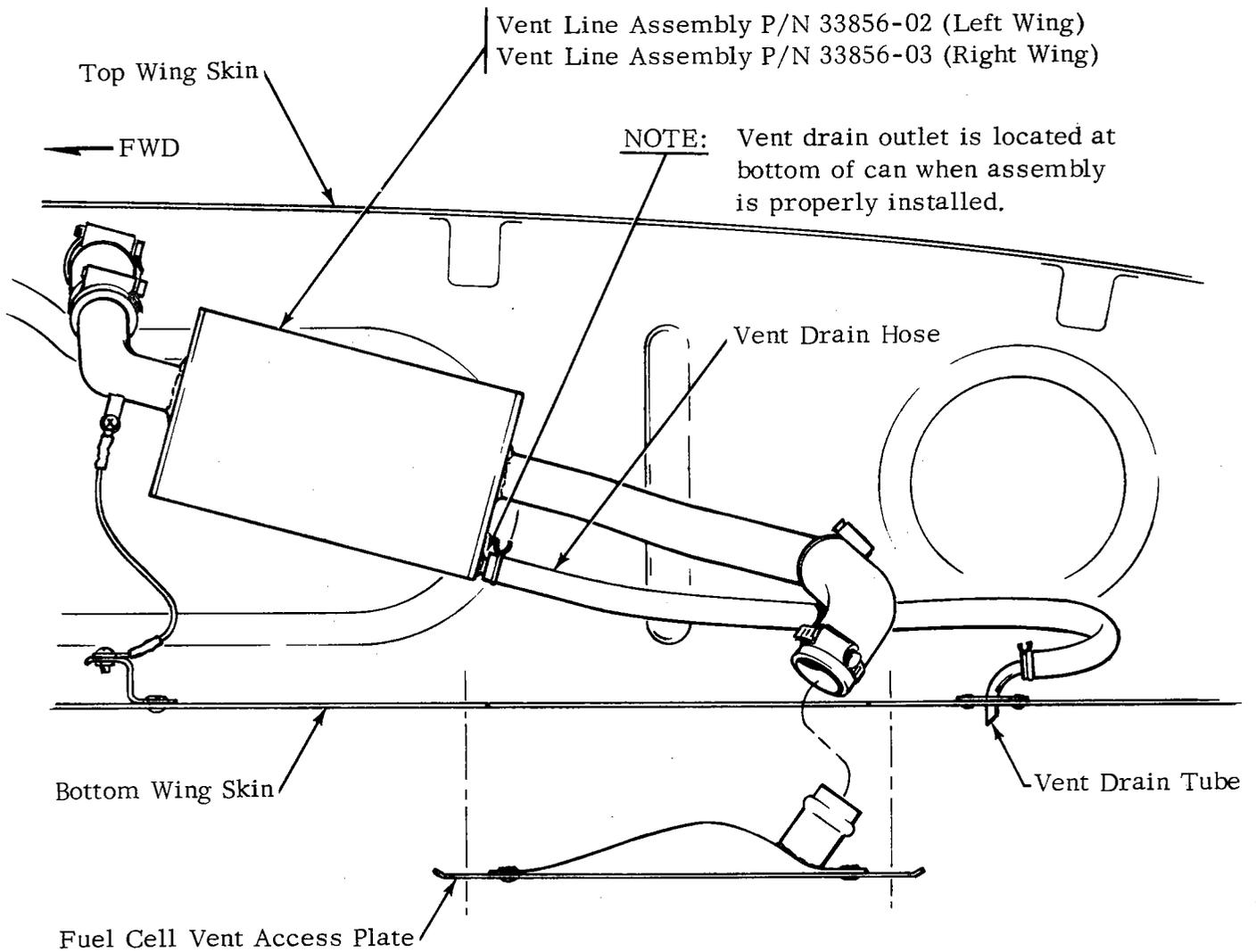
Not applicable.

Effectivity Date:

This service release is effective upon receipt.

Summary:

Please contact your Piper Field Service Facility to make arrangements for compliance with the provisions of this service release, in accordance with Compliance Time, above.



View Looking At Inboard Fuel Cell Vent Line Assembly (Left Shown - Right Opposite)

INSTRUCTIONS

1. Remove fuel cell vent access plate from bottom of left and right wing skins to gain access to inboard fuel cell vent line assemblies.
2. Inspect vent line assemblies to determine if vent drain outlet is properly located at bottom of can as shown.
 - a. If inspection reveals that vent line assemblies are not properly installed, switch assemblies from one wing to the other. (The vent drain outlet must be located at bottom of can on both wings.)
3. Reinstall fuel cell vent access plates and make proper logbook entry of inspection.