



SERVICE No. 216 BULLETIN

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

FAA Approved

June 21, 1963 (issued as of August 5, 1963)

SUBJECT: Fuel Cell Drain Modification

MODELS AFFECTED: PA-24 and PA-24 "250" Comanches, Serial Numbers 24-581 to 24-3495 inclusive

COMPLIANCE DATE: Prior to completion of the next 25 hours of operation

Reports of fuel cell collapse in the Comanche have been received from the field. This collapse is basically due to loose fuel cell caps and a negative pressure in the fuel filler neck area created by the rearward scarf on the fuel filler neck drain tube.

Kit 756 756 has been developed to change this negative pressure to a positive pressure by facing the scarf forward.

PA-24 and PA-24 "250" Comanches, serial numbers 24-581 to 24-1197 inclusive, have a 1/4" fuel drain line and serial numbers 24-1198 to 24-3495 inclusive have a 1/2" fuel drain line. Kit 756 756 is adaptable to both types. See sketch on the reverse side of this bulletin.

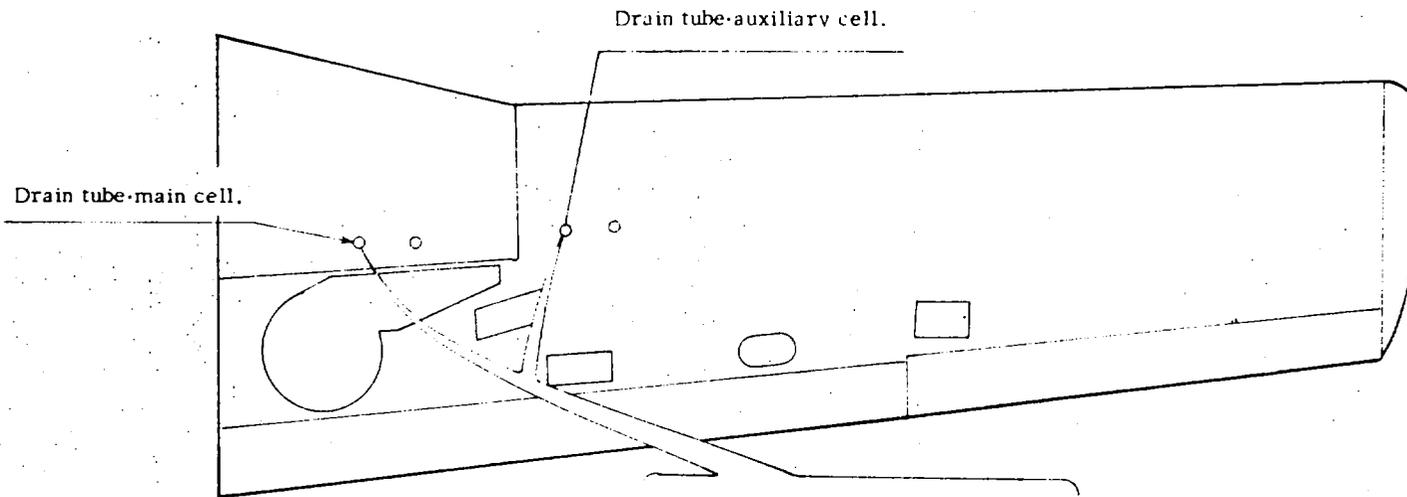
Each kit contains sufficient material to modify the drain system on a PA-24 equipped with two fuel tanks. A Comanche with auxiliary tanks (total of four) will require two kits.

A sufficient number of kits should be ordered to comply with this bulletin. Warranty credit will be issued on receipt of a Warranty and Credit Claim form.

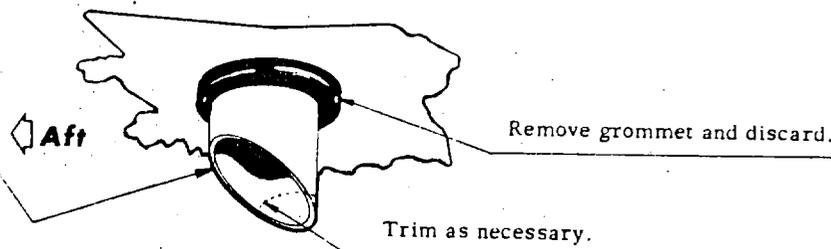
NOTE

Although loose fuel caps are no longer critical, with this kit installed, the instructions in Service Letter No. 367, dated February 1, 1962, should still be followed since some loss of fuel will occur when the tanks are full, if the caps are loose.

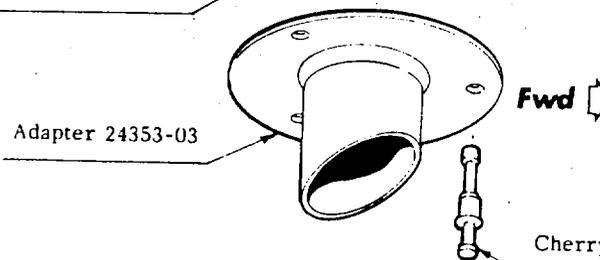
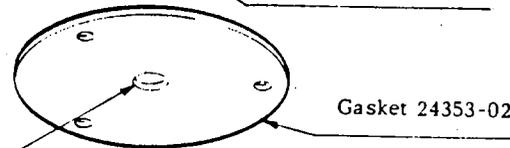
(Over)



Tube 1/4", Serial No. 24-581 to 24-1197
 size 1/2", Serial No. 24-1198 to 24-3495



Do not enlarge hole in gasket for
 1/2" tube as it will stretch over
 tube.



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