



Piper Aircraft Corporation  
Vero Beach, Florida, U.S.A.

# SERVICE *No. 954* BULLETIN

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\* PIPER CONSIDERS \*  
\* COMPLIANCE MANDATORY \*  
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Date March 3, 1992

**SUBJECT:**

Instrument Static Line Installation

**MODELS AFFECTED:**

PA-31T Cheyenne II

PA-31T1 Cheyenne I

PA-31T2 Cheyenne IIXL  
PA-31T3 T1040

**SERIAL NUMBERS AFFECTED:**

31T-7400002 through 31T-7400009  
31T-7520001 through 31T-8120104

31T-7804001 through 31T-8304003  
31T-1104004 through 31T-1104017

31T-8066001 through 31T-1166008  
31T-8275001 through 31T-5575001

**NOTE:** For PA-31T3 Models, this Service Bulletin applies only to those aircraft equipped with Dual Instruments.

**COMPLIANCE TIME:**

Within the next one-hundred (100) hours of operation or to coincide with the next regularly scheduled inspection event, whichever occurs first.

**PURPOSE:**

Reports have been received of melted and flattened static pressure hoses between fuselage stations 123 and 168 on the right hand side of the aircraft. This damage is possibly due to heat generated by the right engine exhaust being directed against the right side of the fuselage skin due to prolonged ground operations in the feather condition whereby the propeller air flow is not directed aft to create a cooling effect.

If this condition exists and is left uncorrected collapse of the hoses would lead to loss of static air pressure to the pilot and co-pilots instruments.

This Service Bulletin provides instructions for the inspection, insulation and if necessary the replacement of the static pressure hoses.

**APPROVAL:**

The technical contents of this Service Bulletin are approved by the F.A.A.

(OVER)  
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**INSTRUCTIONS:**

1. Gain access to the affected area, right hand fuselage stations 123 through 168, by removal of cabinetry, tables, seats and side panels as necessary.
2. Locate the static pressure lines by applying slight hand pressure to the fiberglass insulation batting and mark the routing of these lines. Approximately three (3) inches above or below the marks cut the insulation parallel to the line routing.

**NOTE:** Exercise extreme care when cutting the insulation such that no tool marking of the inner fuselage skin occurs.

3. Inspect the static pressure lines for evidence of heat deterioration and damage. If no damage is found tuck the insulation between the lines and the fuselage skin.
4. If heat damaged or deteriorated lines are found, replace the line. In lieu of total static pressure line replacement, it shall be acceptable to utilize the following method of splicing:
  - A. For PA-31T2 and PA-31T3 aircraft, MIL-H-5593 5/8 inch O.D. x 3/8 inch I.D. hose is specified. The splice shall be 5052-0 aluminum tube 3/8 inch O.D. x .035 wall thickness 2 inches in length. Bead tube ends in accordance with MS33660-4. Utilize SAE TY-F6 clamps at each splice joint.
  - B. For PA-31T and PA-31T1 aircraft, thermoplastic tubing 3/8 inch I.D., Piper Part Number 189-493 is specified. The splice and clamp specifications are the same as in Instruction 4(a), above.

**NOTE:** Splices shall be located between bulkheads.

- C. After splice/replacement of line, tuck the insulation between the lines and the fuselage skin.
5. Conduct a pitot/static check in accordance with F.A.R. 91.411.
6. Reinstall all equipment removed in Instruction 1, and make appropriate log book entry of compliance with this Service Bulletin.

**MATERIAL REQUIRED:**

If required by inspection:

For PA-31T2 and PA-31T3 aircraft, MIL-H-5593 hose, 5/8 inch O.D. x 3/8 inch I.D.; 5052-0 aluminum tube, 3/8 inch O.D. x .035 wall thickness; SAE TY-F6 clamps, per aircraft; For PA-31T and PA-31T1 aircraft, thermoplastic tubing, Piper Part Number 189-493; 5052-0 aluminum tube, 3/8 inch O.D. x .035 wall thickness; SAE TY-F6 clamps, per aircraft.

**NOTE:** Material amounts are to be determined by inspection.

**AVAILABILITY OF PARTS:**

Local procurement/fabrication or your Piper Field Service Facility.

**EFFECTIVITY DATE:** This Service Bulletin is effective upon receipt.

**SUMMARY:** There is no Factory Participation applicable to this Service Bulletin. Please contact your Piper Field Service Facility to make arrangements for compliance with this Service Bulletin in accordance with the compliance time indicated.

**NOTE:** If you are no longer in possession of this aircraft, please forward this information to the present owner/operator and notify the factory of the address/ownership corrections. Changes should include aircraft model, serial number, current owners name and address.

Corrections/changes should be directed to:

PIPER AIRCRAFT CORPORATION  
ATTN: Customer Services  
2926 Piper Drive  
Vero Beach, FL 32960