

IMMEDIATE ACTION

SERVICE



BULLETIN

NUMBER 148A

May 29, 1957

SUBJECT: Fuel Tank Caps

MODELS AFFECTED: PA-18-18A, L21B and PA-22

This Bulletin supersedes Bulletin 148 dated November 26, 1956.

During the past four months we have received fuel tank caps from our vendor which were changed slightly in design. This design change created a possible hazard to the venting system and it is, therefore, requested that the fuel tank caps on all PA-18-18A's, Serials 18-5189 to 18-5412 inclusive and 18-5416 to 18-5419 inclusive, and all L21B's, Serials 18-4011 to 18-4042 inclusive, and all PA-22's, Serials 22-4334 to 22-4337 inclusive; 22-4339 to 22-4387 inclusive; 22-4389 to 22-4455 inclusive; 22-4457 to 22-4509 inclusive; 22-4511 to 22-4554 inclusive; 22-4556 to 22-4565 inclusive; 22-4567, 22-4569, 22-4570, 22-4572, 22-4573, 22-4575 to 22-4577 inclusive; 22-4580 to 22-4587 inclusive; 22-4589 to 22-4591 inclusive; 22-4597; 22-4599; 22-4602; 22-4603; 22-4605 and 22-4613 be immediately reworked by drilling two (2) .067 holes 1/4" away from the present vent hole located in the underside of the cap, in the center of the flat spring. See sketch on reverse side for drilling details.

It is also requested that all existing field stocks be reworked as well as fuel tank caps on affected aircraft models which have been replaced since September 26, 1956 from stock procured from the Piper Service Department. Fuel tank caps which are correctly vented can be identified by one of two methods:

- (1) Improperly vented caps have an internal floating rivet and can be identified by shaking. A rattle indicates a bad cap - no rattle indicates a good cap.
- (2) Properly vented caps are now identified by an "X" marked on the bottom side of the cap.

PIPER AIRCRAFT CORPORATION, LOCK HAVEN, PA., U. S. A.

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