



Customer Services

SERVICE BULLETIN

No. 161A

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

F. A. A. Approved

September 23, 1959

SUBJECT: Fire Hazard

MODELS AFFECTED: All PA-16, PA-20 and PA-22 Airplanes, serial numbers 22-1 to 22-6194 inclusive

This Bulletin supersedes Service Bulletin No. 161 dated November 12, 1957.

To preclude the possibility of in-flight fires, the following inspection and rework is necessary to eliminate combustible material and possible ignition sources from the area aft of the firewall underneath the forward cabin floor. Access to this section may be gained by removing the metal panels or opening the fuselage side cowl panels rearward of the firewall underneath the aircraft as shown in sketches on reverse side.

1. Compliance requested by December 15, 1957. On all PA-16 aircraft, all PA-20 aircraft and PA-22 aircraft, serial numbers 22-1 through 22-2699, the following inspection and rework is necessary.

Remove and/or open panels as above. Remove and discard any sound-proofing material contaminated with engine or hydraulic oil or any sound-proofing which has the plastic septum separated from the fiberglass or showing signs of drying or cracking. Replacement of a discarded blanket may be made with equivalent fiberglass. Inspect for chafing of wire insulation and replace any inferior electrical wiring. Check for reasonable clearance between hydraulic lines, electrical wires, control cables and fuel lines and provide clearance if necessary.

2. On PA-22 aircraft, serial numbers 22-2700 to 22-6194 inclusive, the procedure as outlined in (1) above should be followed within the next 100 hours of operation. Where inspection indicates a satisfactory condition exists, no rework or replacement is necessary.

3. Upon completion of the above, apply a sufficient quantity of B. F. Goodrich non-hardening putty No. 21 or other acceptable aircraft materials between firewall and fuselage cowl blanket to assure an airtight seal when reassembling the opened and removed panels. Non-hardening sealing material is available through your distributor or local aviation supply house.

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4. The sealing of the firewall on all affected aircraft must be inspected at each subsequent 100 hour interval and when found deficient, the foregoing procedure must be accomplished.

5. We would like to point out that, in the interest of safety and proper maintenance, a visual daily line inspection of the exhaust stack gaskets, exhaust stack muffler assembly and muffler tail pipe joints be made to assure tightness; also that all fire-wall seals are in a satisfactory condition and the engine compartment is free of excessive oil or other combustible materials.

6. The 100 hour inspection requirement on all model PA-22 aircraft, serial numbers 22-1 to 22-6194 inclusive, can be eliminated if Piper kit, part number 754 237, is installed. This kit is available through your Piper distributor at \$5.00 each.

End.

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