

# SERVICE BULLETIN

No. 573

"Modification DOA EA-1 Approved"

February 8, 1978

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Subject: Wing Fuel Tank Cap Modification

Models Affected:

Serial Numbers Affected:

Group I: Affected only if a wing fuel tank cap has been replaced with either Fuel Tank Cap Part No. 15296-02 (since June 1, 1976) or Fuel Tank Cap Part No. 60707-02 (caps modified per Piper Service Bulletin No. 522 dated September 28, 1976).

PA-11 Series.....All  
PA-12 Series.....All  
PA-14 Series.....All  
PA-16 Series.....All  
PA-18 Series.....18-1 to 18-7609068 inclusive  
PA-20 Series.....All  
PA-22 Series.....All

Group II: All aircraft specified below are affected.

PA-18-150 Super Cub.....18-7609069 to 18-7809001 incl., 18-7809003 to 18-7809013 incl., 18-7809015 to 18-7809030 incl., 18-7809034, 18-7809035, 18-7809041, 18-7809043, 18-7809046, 18-7809048 to 18-7809051 incl., 18-7809053, 18-7809054, 18-7809056, 18-7809058 and 18-7809059.

Compliance Time: Within the next ten (10) hours of operation.

Purpose: Piper Service Bulletin No. 522 dated September 28, 1976 referred to a condition wherein inadequate fuel tank venting could result in fuel tank collapse, and provided instructions to drill two (2) .062 in. vent holes in the fuel tank cap.

A recent fuel tank collapse was attributed to inadequate venting, caused by obstruction of the cap vent holes (installed per above referenced Service Bulletin). Accumulation of foreign material (corrosion, dirt, ice, etc.) inside the cap "sealed off" the cap internal vent slots.

This service release provides instructions to drill two additional vent holes in the cap assembly to insure adequate venting -- in the event that the present vent slots (located in the cap locking cam plate) are obstructed and recommends cleaning and inspecting present vent slots.

## Instructions:

1. If compliance with Service Bulletin No. 522 has not been achieved, modify caps and inspect fuel tank inlet rubber seal -- in accordance with Service Bulletin No. 522.
2. If compliance with Service Bulletin No. 522 has been completed, inspect (and clean, if necessary) the two (2) existing .062 in. cap vent holes, and drill additional vent holes in accordance with attached sketch/instruction sheet.
3. Re-install reworked caps.

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Instructions: (continued)

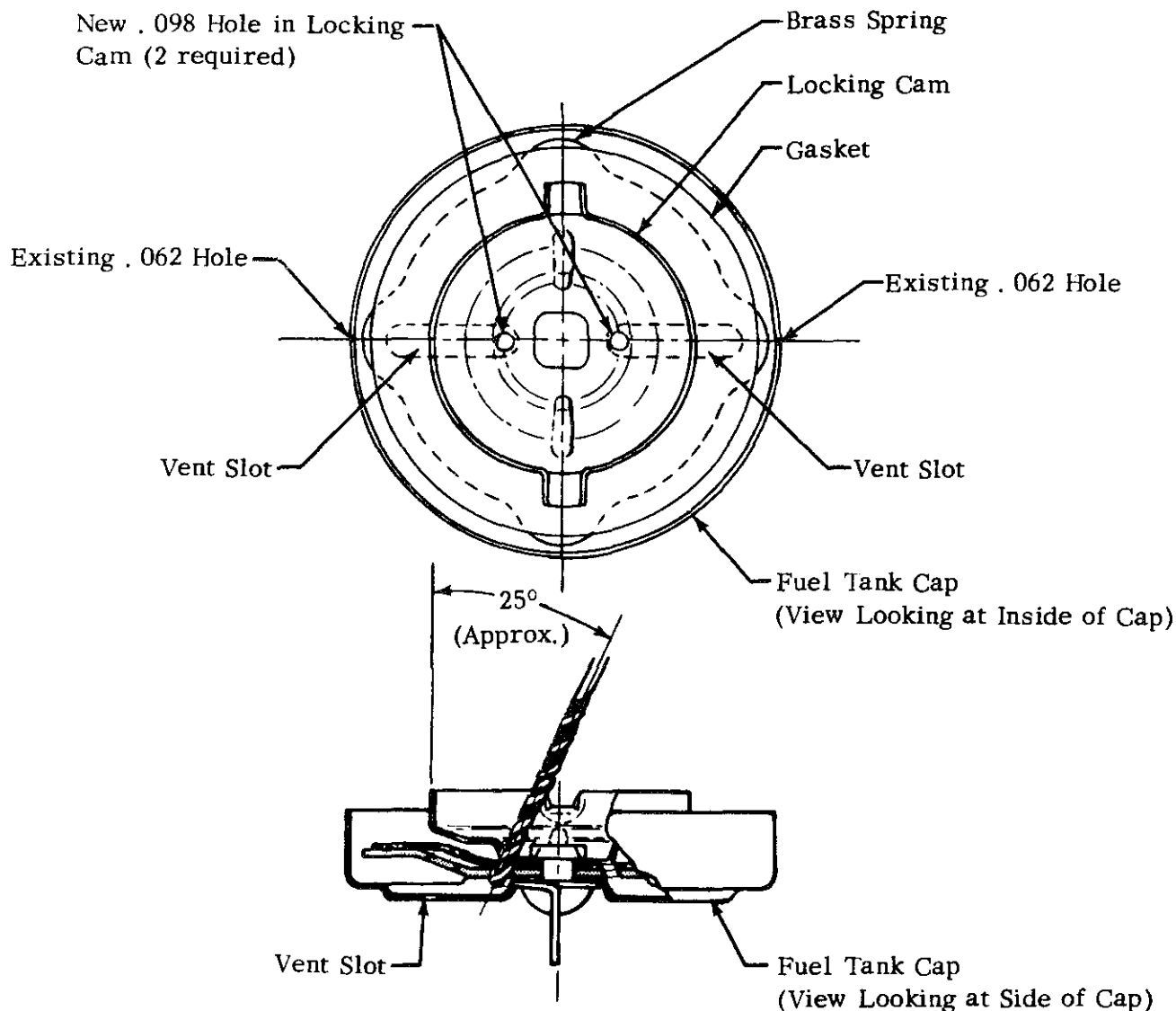
4. Make appropriate compliance entry in aircraft log book.

Material Required: Not Applicable.

Availability of Parts: Not Applicable.

Effectivity: This Service Release is effective upon receipt.

Summary: Please contact your Piper Field Service Facility to make arrangements for compliance with this Service Release in accordance with Compliance Time, above, if your aircraft is affected as defined in Models and Serial Numbers Affected section, Groups I and II, above. Fuel Tank Caps provided from factory stock for the above referenced aircraft after January 2, 1978 will incorporate the modification described herein.



### INSTRUCTIONS

1. Remove fuel tank caps from wings and rework caps as follows:
  - a. Locate and mark center of two .098 holes on locking cam of cap as shown. Use existing .062 vent holes to index location of new .098 holes.
  - b. Drill two .098 holes ( $\pm 40$  drill) through locking cam. Angle drill to intersect end of vent slots as shown. CAUTION: Do not allow drill to go through top cover of cap.
  - c. Insert .032 wire in existing .062 holes. End of wire will be seen in new .098 holes if holes were correctly drilled.
  - d. With .032 wire in .062 holes, slide wire back and forth to loosen any corrosion or dirt that may be in the vent slots. Clean cap thoroughly with compressed air.
2. Reinstall reworked fuel tank caps and make proper Logbook entry of Service Bulletin 573 compliance.