



SERVICE LETTER

No. 194

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

September 2, 1952

TO: All Distributors and Dealers

SUBJECT: Sealing of Firewalls

MODELS AFFECTED: Piper PA-20 and PA-22 Airplanes

On August 10, 1951, we issued a service letter, number 177, relative to the necessity of keeping the holes sealed in the firewalls of all our airplanes.

Recently there have been two (2) cases where, on both the PA-20 and PA-22 Models, engine oil has found its way through a gap between the firewall and the fuselage cowl blanket. The oil saturated the insulation in that area. Exhaust sparks, resulting from a blown exhaust manifold gasket, also entered this same gap and ignited the oil soaked insulation. The insulation being fireproof only burned as long as oil was present. The fabric on the inside of the cockpit also being fire resistant only burned as long as the oil burned.

We would therefore like to recommend that all PA-20's and PA-22's be inspected to determine whether or not any gaps exist. If gaps are apparent, loosen the fuselage cowl blanket where it is attached to the firewall and apply a sufficient quantity of non-hardening fireproof putty, so that when the cowl blanket is reassembled there will be an air tight seal between the cowl blanket and the firewall flange. It is not necessary to apply putty across the top of the cowl and down approximately ten inches on each side.

Non-hardening sealing material is available through your Distributor or local aviation supply house.

We would like to point out that, in the interest of safety and proper maintenance, the engine compartment should be kept clean and the exhaust systems kept tight.

Very truly yours,

PIPER AIRCRAFT CORPORATION


Rolland Boardman
Service Manager

RB:lh