

Service Letter Number: 57

Date: April 15, 2002 (Reprinted May, 2005)

Subject: Revision of Installation and Maintenance Instructions Manuals and Associated Aircraft Flight Manual Supplements for Installations of Airborne Auxiliary Air Pump System Kits.

Applicability:

All Airborne Auxiliary Air Pump System Kits. A listing of the kits, Supplemental Type Certificate (STC) numbers, approvals and applicable aircraft models is provided on the next page. These kits provide a back-up pneumatic power source for the air-driven gyros. Kits installed in any aircraft per any other approval methods are also subject to the contents of this Airborne Service Letter.

Background:

The Installation and Maintenance Instructions Manuals and Aircraft Flight Manual Supplements for the kits shown on the next page have been revised to ensure that the components in the auxiliary air pump system are functionally checked and replaced on a **mandatory** basis. Pre-flight procedures have been revised to provide **mandatory** separate and independent functional checks of the auxiliary and engine-driven pneumatic systems.

These manuals now include **mandatory** inspection intervals and replacement times for components in the auxiliary air pump system. The Auxiliary Air Pump/Motor Assembly and the Elapsed Time Indicator (ETI) **must** be removed and replaced at 500 hours of air pump/motor operating time as established by the ETI or 10 years of service, whichever comes first. Beginning 5 years from date of manufacture, the serviceability of the check valve manifold **must** be verified every 12 months in accordance with the procedure provided in the applicable manual. In addition, the check valve manifold **must** be removed and replaced 10 years from date of manufacture. If the auxiliary air pump system has an inlet air filter, the filter assembly **must** be disassembled and the air filter element removed and replaced at 100 aircraft hours or annually, whichever comes first. If the auxiliary air pump system has an inline air filter, the filter **must** be removed and replaced at 500 aircraft hours or annually, whichever comes first.

The pre-flight procedures in the Airplane Flight Manual Supplements have been revised to provide **mandatory** separate and independent functional checks of the auxiliary air and engine-driven pneumatic systems.

WARNING: Failure of the auxiliary air pump system will result in the loss of the pneumatic powered gyro flight instruments.

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Compliance:

Compliance with the revised Auxiliary Air Pump System Manuals is **mandatory**.

If one of the following Auxiliary Air Pump System Kits is installed in your aircraft, contact the Airborne Customer Support Team by the methods listed below and request revised copies of the applicable Installation and Maintenance Instructions Manual and Aircraft Flight Manual Supplement. Airborne will provide these manuals free of charge.

Toll Free Phone Number : 800-382-8422
Direct Phone Number: 440-284-6215
FAX Number: 440-284-6208
E-Mail: techhelp@parker.com
Website: www.parker.com/ag/nad

| Airborne Auxiliary Air Pump System Kit Number | Supplemental Type Certificate | Aircraft Model Number |
|---|-------------------------------|---|
| *372 | SA668GL | Cessna Models 210L, M, N, T210L, M, N, P210N |
| 372-1 | SA668GL | Cessna Model P210N |
| 372-2 | SA668GL | Cessna Models 210L, M, N, T210L, M, N, P210N |
| 372-2 | SA807GL | Cessna Models U206F, G (1974 and Up) TU206F, G (1974 and Up) |
| *373 | SA689GL | Piper Aircraft Models (Thru Model Year 1985) PA-32-260, -300, PA-32S-300, PA-32R-300, PA-32RT-300, -300T, PA-32-301, -301T, PA-32R-301, 301T |
| 373 Factory Installation | SA689GL | Piper Aircraft Models (1986 Thru Mid 1990) PA-32-301; (1986, 1987) PA-32-301T; (1986 Thru Mid 1995) PA-32R-301 |
| 373 Factory Installation | SA689GL | The New Piper Aircraft Models (1995) PA-32-301 (S/N 3246001 Thru 3246017) |
| 374-1 | SA369NE | Piper Aircraft Models (Thru Model Year 1985) PA-28R-200, -201, PA-28RT-201 |
| 374-2 | SA1093GL | Piper Aircraft Models (Thru Model Year 1985) PA-28-140, 151, 161, 235, 236 |
| 374-3 | SA1093GL | Piper Aircraft Models (Thru Model Year 1985) PA-28-180, PA-28R-180, PA-28-181 |
| 374-5 | SA1093GL | Piper Aircraft Models (Thru Model Year 1985) PA-28-201T, PA-28R-201T, PA-28RT-201T |
| 375-1 | SA1822CE | Beech Aircraft Models H35, J35, M35, N35, P35, S35, V35, V35TC, 35-33, 35-A33, 35B22, 35C33, 35C33A |
| 375-2 | SA1822CE | Beech Aircraft Models E33, F33, G33, E33C, F33C Thru S/N CJ-148, E33A, F33A Thru S/N CE-771, V35A, V35ATC, V35B, V35BTC Thru S/N D-10119, 36, A36 Thru S/N E-1240 |
| 375-3 | SA1822CE | Beech Aircraft Models F33A S/N CE-772 and on, F33C S/N CJ-149 and on, V35B S/N D-10120 and on, A36 S/N E-1241 and on, A36TC, B36TC |

* **NOTES:** 1.) The 372 kit was superseded by the 372-1 and 372-2 kits. 2.) The 372 kits and early 373 kits (shipped in 1983 and 1984) did not incorporate an ETI to monitor auxiliary air pump operating hours. Airborne has made ETI upgrade kits available since 1985, Kit Number 2T89-1 (14 volt) and 2T89-2 (28 volt). If not already accomplished, it is **mandatory** that these installations be upgraded to incorporate the ETI. Please contact the Airborne Customer Support Team for details.

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