

WARNING

This Service Letter contains information **CRITICAL TO PILOT AND PASSENGER SAFETY!** Read **COMPLETELY** and comply with all directives immediately.

Service Letter Number: 72 (Supersedes Service Letters 17B, 38A, 43A, 53C and 54D)

Date: February 15, 2008

Subject: All Parker/Airborne Engine-Driven Air Pumps are beyond their Mandatory Replacement Time and must be removed from service.

Applicability:

This Service Letter applies to all aircraft using Parker/Airborne Engine-Driven Air Pumps in pneumatic systems which power critical gyro flight instruments (e.g. artificial horizon instruments, directional indicator instruments) and/or deice boots. This Service Letter applies to **ALL** Parker/Airborne Engine-Driven Air Pump model numbers. For your reference these model numbers are:

Any model beginning with 200 through 216, E211 through E212, 220 through 242, 420 through 442, 832, 842, 28C214 or 28C444.

Background:

The pneumatic system which powers gyro flight instruments and/or deice boots on aircraft which fly Instrument Flight Rules (IFR) is critical to the safety of the pilot and the passengers. If any component of the pneumatic system fails during Instrument Meteorological Conditions (IMC) and the pilot is not proficient in using partial panel instruments, the pilot may become spatially disoriented and may not be able to control the aircraft. This could result in the loss of life for the pilot and the passengers.

Parker/Airborne ceased the manufacture of Engine-Driven Air Pumps in February 2002. Parker/Airborne Engine-Driven Air Pumps have a Mandatory Replacement Time of 6 years from date of manufacture. **Thus, ALL Parker/Airborne Engine-Driven Air Pumps are beyond their Mandatory Replacement Time and must be removed from service.**

Compliance:

Compliance with the following is **mandatory**.

Within the next 30 days, inspect your aircraft for Parker/Airborne Engine-Driven Air Pumps. **IF YOUR AIRCRAFT'S PNEUMATIC SYSTEM CONTAINS A PARKER/AIRBORNE ENGINE-DRIVEN AIR PUMP, REMOVE THE UNIT BEFORE NEXT FLIGHT.** In order to ensure continued compliance with this Service Letter, continue to inspect your aircraft for Parker/Airborne Engine-Driven Air Pumps during subsequent annual inspections. Contact the manufacturer of your aircraft for the appropriate replacement for your Parker/Airborne engine-driven air pump.

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Service Letter Number: 72 (continued)

Approval:

The technical content of this Service Letter that affects Type Design is FAA approved.

Reminder:

Parker/Airborne realizes that owners and operators of aircraft have the choice of purchasing a new or overhauled/reconditioned engine-driven air pump. However, aircraft owners/operators/pilots should be aware of the increased risk of pneumatic system failure when using overhauled or reconditioned Parker/Airborne engine-driven air pumps. An overhauled or reconditioned Parker/Airborne engine-driven air pump **must not** be used. Any time a Parker/Airborne engine-driven air pump is removed, contact the manufacturer of your aircraft for the appropriate replacement.

Refer to: Service Letter Number 66 - Mandatory Inspection and Replacement of Overhauled or Field Reconditioned Parker/Airborne Air Pumps, Pneumatic System Valves and Check Valve Manifolds.

Superseded Parker/Airborne Service Letters:

The following Parker/Airborne Service Letters are superseded by this Service Letter Number 72, the removal of all Parker/Airborne engine-driven air pumps from service:

Service Letter Number 17B – Dry Air Pump Coupling Service Life Limitation.

Service Letter Number 38A – Mandatory Replacement of Airborne Engine-Driven Air Pumps that Have Been Subjected to Sudden Engine Stoppage.

Service Letter Number 43A – Mandatory Inspection Intervals for Airborne Air Pumps for Oil Contamination and Mandatory Replacement of OIL Contaminated Air Pumps.

Service Letter Number 53C – Mandatory Inspection Intervals and Replacement Times for 28C444CW-6 Engine Driven Clutch Operated Air Pumps.

Service Letter Number 54D – Mandatory Inspection Intervals and Replacement Times for 28C214CW-2 Engine Driven Clutch Operated Air Pumps.

Any questions concerning this Service Letter or requests for copies of any Airborne Service Letters (can also be printed from Airborne's website) should be directed to Airborne's Customer Support Team as follows:

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Direct Phone Number:	440-284-6215
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