



TIME LIMITS / MAINTENANCE CHECKS

PIPER AIRCRAFT PA-44-180/180T AIRPLANE MAINTENANCE MANUAL

3. SCHEDULED MAINTENANCE (continued)

		Inspecti	nspection Interval (Hrs)				
	Nature of Inspection	L	R	50	100		
32.	In PA-44-180s only, clean screens in electric fuel pumps	0	0	0	0		
33.	Drain, remove, and clean fuel filter bowl and screen	0	0	0	0		
34.	Inspect fuel system for leaks	0	0		0		
35.	Inspect engine driven and electric fuel pumps for condition and						
	operation. Replace as required	0	0		0		
CAU	JTION: THE ONLY DRY AIR PUMP MOUNTING GASKE AUTHORIZED AND APPROVED FOR USE ON TH AIRBORNE DRY AIR PUMP IS THE B3-1-2 AIRBORN GASKET, PIPER PART NUMBER 751 859. USE OF AN OTHER GASKET MAY RESULT IN LEAKAGE AT TH MOUNTING SURFACE.	T E E Y E					
36.	Inspect and operationally test vacuum pumps and lines.						
	(See Notes 7 and 15.)	0	0		0		
37.	Inspect throttle, carburetor heat, mixture and propeller						
	governor controls for security, travel and operating condition	0	0		0		
38.	Inspect exhaust stacks, connections and gaskets. (Replace as						
	required and refer to latest Piper Service Letter No. 860.)	0	0		0		
39.	Check operation of alternate air door	0	0		0		
40.	Inspect muffler heat exchanger and baffles	0	0		0		
41.	Inspect breather tubes for obstructions and security	0	0		0		
42.	Inspect crankcase for cracks, leaks and security of seambolts	0	0		0		
43.	Inspect engine mounts for cracks and loose mountings.	0	~		~		
	(See Note 14.)	0	0		0		
44.	Inspect engine battles for cracks and loose mountings	0	0		0		
45.	Inspect rubber engine mount bushings for deterioration	0	0		0		
10	(Replace as required)	0	0		0		
46.	Inspect firewall seals.	0	0		0		
4/.	Inspect condition and tension of alternator drive belt	0	0		0		
48.	Inspect condition and security of alternator and starter mounting	0	0		0		
49.	inspect all lines, air ducis, electrical leads and engine						
	deterioration and correct installation	\cap	0	0	0		
50	Lubricate all controls per lubrication chart in Chapter 12	0	0	0	0		
50. 51	Install engine cowling	0	0	0	0		
51.		0	0	0	0		

K. NOTES

- (1) Refer to Piper's Customer Service Information File P/N 1753-755 (available online at http://pubs. piper.com) for latest revision dates to Piper Inspection Reports/Manuals and this maintenance manual. References to Chapter/Section are to the appropriate Chapter/Section in this manual.
 - WARNING: INSTRUCTIONS FOR CONTINUED AIRWORTHINESS (ICA) FOR ALL NON-PIPER APPROVED STC INSTALLATIONS ARE NOT INCLUDED IN THIS MANUAL. WHEN A NON-PIPER APPROVED STC INSTALLATION IS INCORPORATED ON THE AIRPLANE, THOSE PORTIONS OF THE AIRPLANE AFFECTED BY THE INSTALLATION MUST BE INSPECTED IN ACCORDANCE WITH THE ICA PUBLISHED BY THE OWNER OF THE STC. SINCE NON-PIPER APPROVED STC INSTALLATIONS MAY CHANGE SYSTEMS INTERFACE, OPERATING CHARACTERISTICS AND COMPONENT LOADS OR STRESSES ON ADJACENT STRUCTURES, THE PIPER PROVIDED ICA MAY NOT BE VALID FOR AIRPLANES SO MODIFIED.
- (2) Inspections or operations are to be performed as indicated by a "O" at the 50 or 100 hour inspection interval. Inspections or operations (i.e. component overhauls/replacements, etc.) required outside the 50/100 hour cycle are listed as special inspections in 5-30-00. Inspections must be accomplished by persons authorized by the FAA or appropriate National Aviation Authority.
 - (a) The 50 hour inspection accomplishes preventative maintenance, lubrication and servicing as well as inspecting critical components.
 - (b) The 100 hour inspection is a complete inspection of the airplane, identical to an annual inspection.

<u>NOTE</u>: A log book entry should be made upon completion of any inspections.

- (3) Piper Service Bulletins are of special importance and Piper considers compliance mandatory. In all cases, see Service Bulletin/Service Letter Index P/N 762-332 (available online at http://pubs. piper.com) to verify latest revision.
- (4) Piper Service Letters are product improvements and service hints pertaining to servicing the airplane and should be given careful attention.
- (5) Inspections given for the power plant are based on the engine manufacturer's operator's manuals (Lycoming Part Number 60297-12, 60297-25, or 60297-26) for these airplanes. Any changes issued to the engine manufacturer's operator's manual after this date shall supersede or supplement the inspections outlined herein. Should fuel other than the specified octane rating for the power plant be used, refer to the latest revision of Lycoming Service Letter No. L185 for additional information and recommended service procedures.
- (6) Add oil additive LW-16702 at each 50 hour oil change. Refer to Lycoming Service Bulletin No's. 446 and 480.
- (7) Replace or overhaul, as required, or at engine overhaul.

PIPER AIRCRAFT PA-44-180/180T AIRPLANE MAINTENANCE MANUAL

- (8) Check cylinders for evidence of excessive heat which is indicated by burned paint on the cylinders. This condition is indicative of internal damage to the cylinder and, if found, its cause must be determined and corrected before the aircraft is returned to service. Heavy discoloration and appearance of seepage at the cylinder head and barrel attachment area is usually due to emission of thread lubricant used during assembly of the barrel at the factory, or by slight gas leakage which stops after the cylinder has been in service for awhile. This condition is neither harmful nor detrimental to engine performance and operation. If it can be proven that leakage exceeds these conditions, the cylinder should be replaced.
- (9) Check carburetor throttle body attaching screws for tightness; the correct torque for these screws are 40–50 inch-pounds.
- (10) For Prestolite pumps only, inspect brushes every 100 hours on airplanes used for training or every 500 hours on airplanes used for normal service. (Refer to Chapter 29.)
- (11) Refer to Flight Manual Supplement for preflight and flight check, for intended function in all modes.
- (12) Unless gear trunnion housing have been replaced with Piper P/N's 67292-32 (left), and 67926-33 (right), perform dye-penetrant inspection after first 500 hours time-in-service. Thereafter, perform dye-penetrant inspection each 100 hours time-in-service. After main gear trunnion housing has reached 2000 hours time-in-service, dye-penetrant inspection must be performed each 10 hours time-in-service. Refer to latest revision of Piper Service Bulletin No. 787, and Chapter 32.
- (13) Refer to Chapter 52 for test procedures.
- (14) Refer to latest revision of Piper Service Bulletin No's. 719 for inspection of engine mount.
- (15) Verify compliance with Parker Hannifin / Airborne Service Letter No. 72.
- (16) Inspect magnetos:
 - (a) For airplanes equipped with Slick Magnetos: inspect magneto(s) per the appropriate 100 Hour Inspection in the Slick F1100 Master Service Manual.
 - (b) For airplanes equipped with TCM/Bendix Magnetos: inspect magneto(s) per the procedures in the Periodic Maintenance section of the applicable TCM/Bendix Service Support Manual.
- (17) For heaters with 500 heater operating hours or twenty-four (24) months time-in-service since new, or overhauled with a new combustion tube assembly, each 100 hours or twenty-four (24) months, whichever comes first, conduct the 100 Hour Inspection under Heating in Chapter 21.
- (18) Verify compliance with Kelly Aerospace SIL A-110B per Piper Service Bulletin No. 1127B.
- (19) In PA-44-180 S/N's 44-7995001 thru 44-7995290 only, verify compliance with Piper Service Letter No. 820.