



Piper Aircraft, Inc.
2926 Piper Drive
Vero Beach, Florida, U.S.A. 32960

SERVICE BULLETIN

NO. 1266

PIPER CONSIDERS COMPLIANCE MANDATORY

Date: December 16, 2014

(S) (M)

Service Bulletin (SB) 1266 supersedes and voids SB 456A, dated May 28, 1975. SB 456A had superseded SB 366, dated May 31, 1973; SB 371, dated November 7, 1972; SB 377, dated February 21, 1973; SB 378, dated May 22, 1973; SB 388, dated June 27, 1973.

All affected airplanes must comply with SB 1266, regardless of any history of compliance with prior service bulletins.

SUBJECT:

FUEL WARNING PLACARD AND POH INSPECTION

MODELS AFFECTED:

PA-23-250 (Six Place) Aztec "B"
PA-23-250 (Six Place) and PA-E23-250 (Six Place)
Aztec "C," "D" and "E"

PA-24-250 Comanche

PA-24-260 Comanche

PA-24-260 Comanche "C"
PA-24-400 Comanche
PA-30 Twin Comanche
PA-31 and PA-31-300 Navajo

PA-31P Navajo

PA-39 Twin Comanche C/R

SERIAL NUMBERS AFFECTED:

27-2322 through 27-2504, FUEL INJECTED ONLY

27-2505 through 27-4866,
27-7304917 through 27-7405476

24-2563, 24-2844 through 24-3641,
24-3643 through 24-3687, FUEL INJECTED ONLY

24-3642, 24-4000 through 24-4299,
24-4300 through 24-4782, 24-4784 through 24-4803,
FUEL INJECTED ONLY

24-4783, 24-4804 through 24-5047

26-1 through 26-148

30-1 through 30-2000

31-2 to 31-861, 31-7300901 through 31-7300923,
31-7300925, 31-7300927, 31-7300929, 31-7300931

31P-1 through 31P-80,
31P-7300110 through 31P-7300115

39-1 through 39-155

REASON:

Many of the superseded SBs required installation of a kit, and these kits are no longer available. This SB was created to provide all information necessary for compliance with the superseded SBs.

During uncoordinated maneuvers, the affected aircraft may experience a loss of engine power due to fuel starvation. This SB mandates installation of a warning placard to alert operators of this condition.

NOTE: Affected airplanes were delivered from the factory with an FAA-approved document that contains information (operating limitations, operating procedures, performance information, etc.) necessary to operate the airplane at the level of safety established by the airplane's certification basis. This document may be identified as "Airplane Flight Manual" or "Pilot's Operating Handbook" (POH). Some Airplane Flight Manuals were published as part of (i.e., Section 3) a "Pilot's Operating Manual." They may be found as standalone documents or within the "Pilot's Operating Manual." For the purposes of this service publication, "POH" shall refer to any of these documents.

COMPLIANCE TIME:

Compliance is to coincide with the next regularly scheduled maintenance event, but not to exceed the next 50 hours time in service. If necessary due to lead time of parts required for compliance with this service bulletin, operators are allowed up to 50 hours of additional operation time.

APPROVAL:

The engineering aspects of this service document have been shown to comply with the applicable Federal Aviation Regulations and are FAA approved.

PURPOSE:

This service bulletin provides instructions to verify the following, for affected airplanes, and corrective steps for compliance, when necessary:

- The correct fuel warning placard is properly installed on the instrument panel
- The correct text of that fuel warning placard is in the Limitations section of the POH

SAFETY INTENT:

Uncoordinated maneuvers, including side slips of 30 seconds or more and fast taxi turns can cause fuel in the affected aircraft to temporarily flow away from the location of the fuel tank pick-up line(s), if the fuel tank(s) in use are not filled to an adequate level. Under these conditions, fuel flow to the engine may be momentarily disrupted, resulting in loss of engine power. This service bulletin provides a means of verifying that fuel warning placards and POH content accurately warn of the risk of power loss in such circumstances.

**CONFIGURATION
DESCRIPTION:**

This SB provides instructions, when necessary, to install the correct fuel warning placard on the instrument panel, and to acquire revised POH pages with the correct text of the fuel warning placard in the Limitations section.

INSTRUCTIONS:

NOTE: Some steps in these instructions are identified as “required for compliance” (RC). If this service bulletin is mandated by an airworthiness directive (AD), the steps identified as RC must be done to comply with the AD. Steps not identified as RC are recommended and may be deviated from, done as a part of other actions, or done with accepted methods different from those given in SB, if the RC steps can be done and the airplane can be put back in a serviceable condition.

1. RC – Using Table 1 and Figures 1 through 4, identify the fuel warning placard, if installed, on the airplane. Compare the text on the installed placard with the corresponding text in Table 2.

NOTE: Prior versions of fuel warning placards may have text that is very similar to text in Table 2. Examine the text of the currently installed fuel warning placard and confirm that it exactly matches the corresponding text in Table 2, word for word.

- If the text on the installed fuel warning placard exactly matches the corresponding text in Table 2, there is no need to replace the placard. Proceed to Step 2.
- If no fuel warning placard is installed, or if the text on the installed fuel warning placard *does not* exactly match the corresponding text in Table 2, then a replacement placard must be installed. Order and install the applicable fuel warning placard shown in Table 1 and Figures 1 through 4.

NOTE: The instrument panel configuration of some airplanes may differ from the factory configuration. In such cases, the appropriate fuel warning placard may be installed in a different location from that shown in Figures 1 through 4, with the following restrictions:

- The fuel warning placard shall not obscure existing instruments, controls or markings.
- The fuel warning placard shall be installed on the instrument panel in clear view of the pilot.
- The shape of the fuel warning placard available from Piper might not fit on the instrument panel, and meet the above restrictions. If so, a custom fuel warning placard may be fabricated. It must meet the above restrictions and contain the exact, corresponding text shown in Table 2 with a font size of eight points (8 pt.) or higher.

2. RC – Go to the Limitations section of the POH and compare the text with the corresponding text in Table 2.
 - If the POH contains the exact text found in Table 2 for the specific airplane model, there is no need for a POH revision.
 - If the POH *does not* contain the exact text found in Table 2 for the specific airplane model, a POH revision is required. Contact Piper Technical Publications (see Availability of Parts, below) to request the appropriate POH revision.
3. Make a logbook entry documenting compliance with this service bulletin.

MATERIAL REQUIRED: One (1) each fuel warning placard, per airplane, according to Tables 1 and 2, on condition; one (1) each POH revision per airplane, according to Table 2, on condition

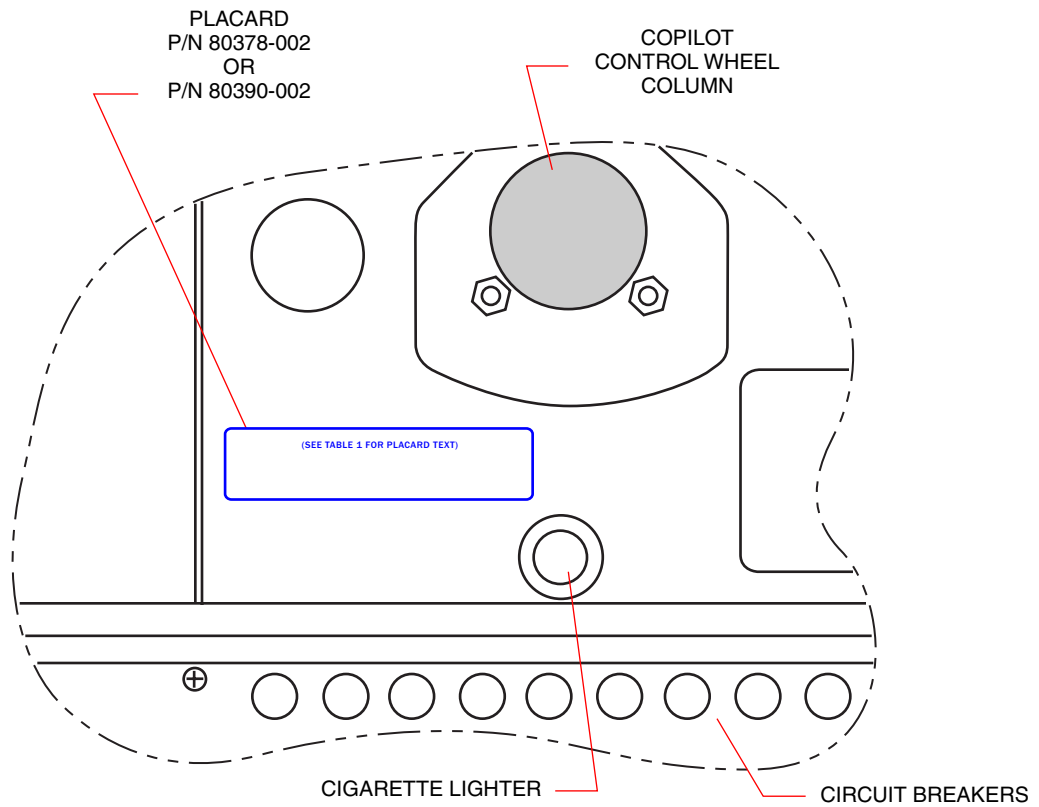
TABLE 1

| MODELS AFFECTED | MODEL SERIAL NUMBERS | PLACARD PLACEMENT | PLACARD PART NUMBER |
|---|--|--|----------------------------|
| PA-24-250 Comanche with fuel injection | 24-2563, 24-2844 thru 24-3641, 24-3643 thru 24-3687 | Figure 1 | 80378-002 |
| PA-24-260 Comanche with fuel injection | 24-3642, 24-4000 thru 24-4299, 24-4300 thru 24-4782, 24-4784 thru 24-4803, | | |
| PA-24-260 "C" Comanche | 24-4783, 24-4804 thru 24-5047 | | |
| PA24-400 Comanche | 26-1 thru 26-148 | Figure 1 | 80390-002 |
| PA-31 & PA-31-300 Navajo | 31-2 thru 31-900, 31-752 thru 31-7300923, 31-7300925, 31-7300927, 31-7300929, 31-7300931 | Figure 2 | 80383-002 |
| PA-31P Navajo | 31P-1 thru 31P-7300115 | Figure 3 | |
| PA-23-250 (six place) Aztec B with fuel injection | 27-2322 thru 27-2504 | Figure 4 | 80382-002 |
| PA-23-250 (six place) Aztec "C" PA-E23-250 (six place) Aztec "C" | 27-2505 thru 27-3836, 27-3838 thru 27-3943 | | |
| PA-23-250 (six place) Aztec "D" PA-E23-250 (six place) Aztec "D" | 27-3837, 27-3944 thru 27-4425, 27-4427 thru 27-4573 | | |
| PA-23-250 (six place) Aztec "E" PA-E23-250 (six place) Aztec "E" | 27-4426, 27-4574 thru 27-7405476 | | |
| PA-30 Twin Comanche | 30-1 thru 30-2000 | Adhere to instrument panel in conspicuous place, in clear view of the pilot. | 80379-002 |
| PA-39 Twin Comanche | 39-1 thru 39-155 | | |

TABLE 2

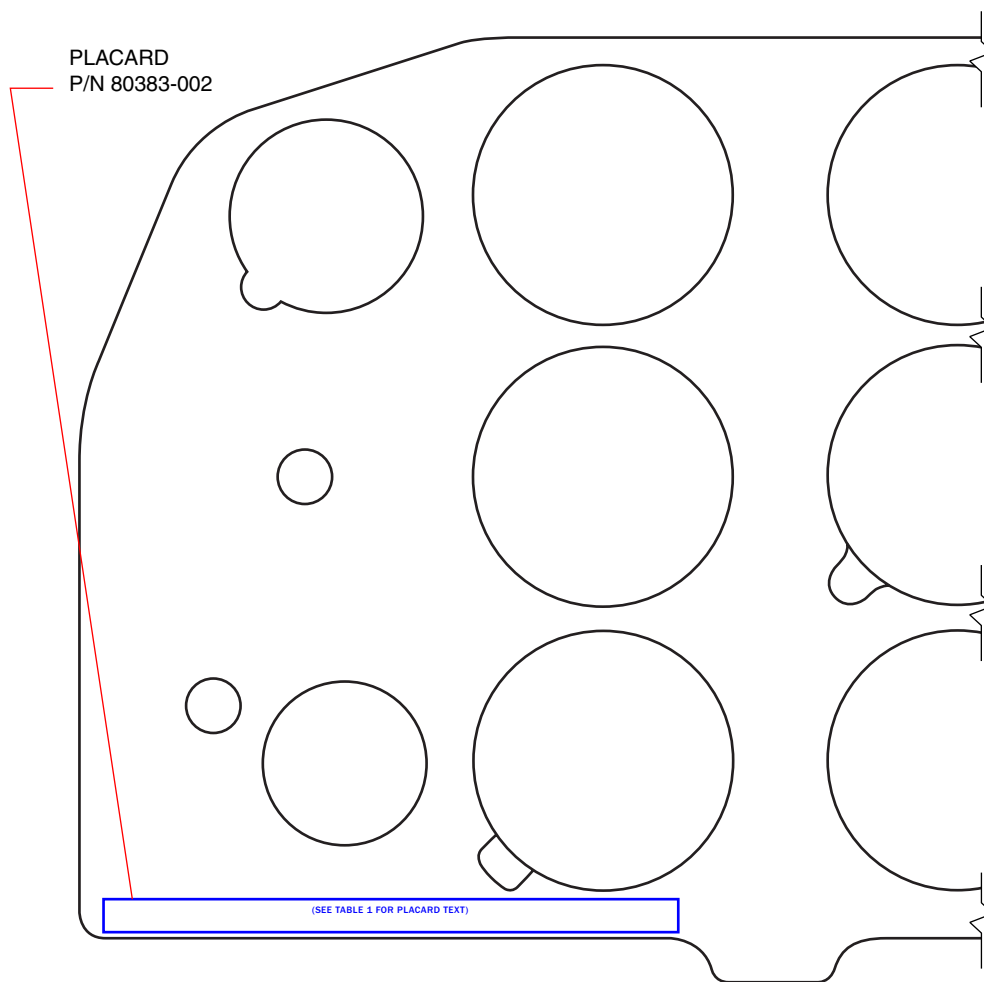
| PLACARD PART NUMBER | PLACARD TEXT SHOWN IN LIMITATIONS SECTION OF THE POH |
|----------------------------|--|
| 80378-002 | WARNING — UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANK IN USE IS LESS THAN 1/2 FULL |
| 80390-002 | WARNING — UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANK IN USE IS NOT FULL |
| 80383-002 | WARNING — UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN 3/4 FULL |
| 80382-002 | WARNING — UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN 1/2 FULL |
| 80379-002 | WARNING — UNCOORDINATED MANEUVERS, INCLUDING SIDE SLIPS OF 30 SECONDS OR MORE, FOR ANY REASON, AND FAST TAXI TURNS JUST PRIOR TO TAKEOFF CAN CAUSE LOSS OF POWER IF FUEL TANKS IN USE ARE LESS THAN 1/4 FULL |

NOTE: TAKEOFF or TAKE-OFF are both acceptable spellings.



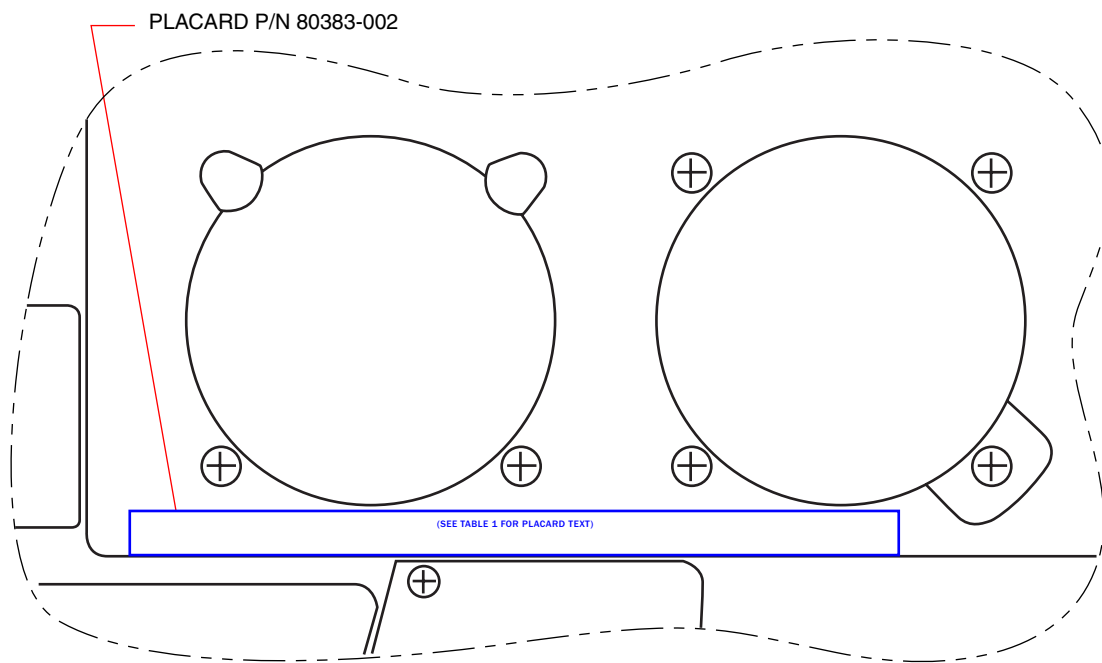
WARNING PLACARD, LOWER RIGHT SIDE OF INSTRUMENT PANEL

Figure 1
Warning Placard - PA-24-250 (FI), PA-24-260 (FI), PA-24-260 "C" and PA-24-400 Comanche



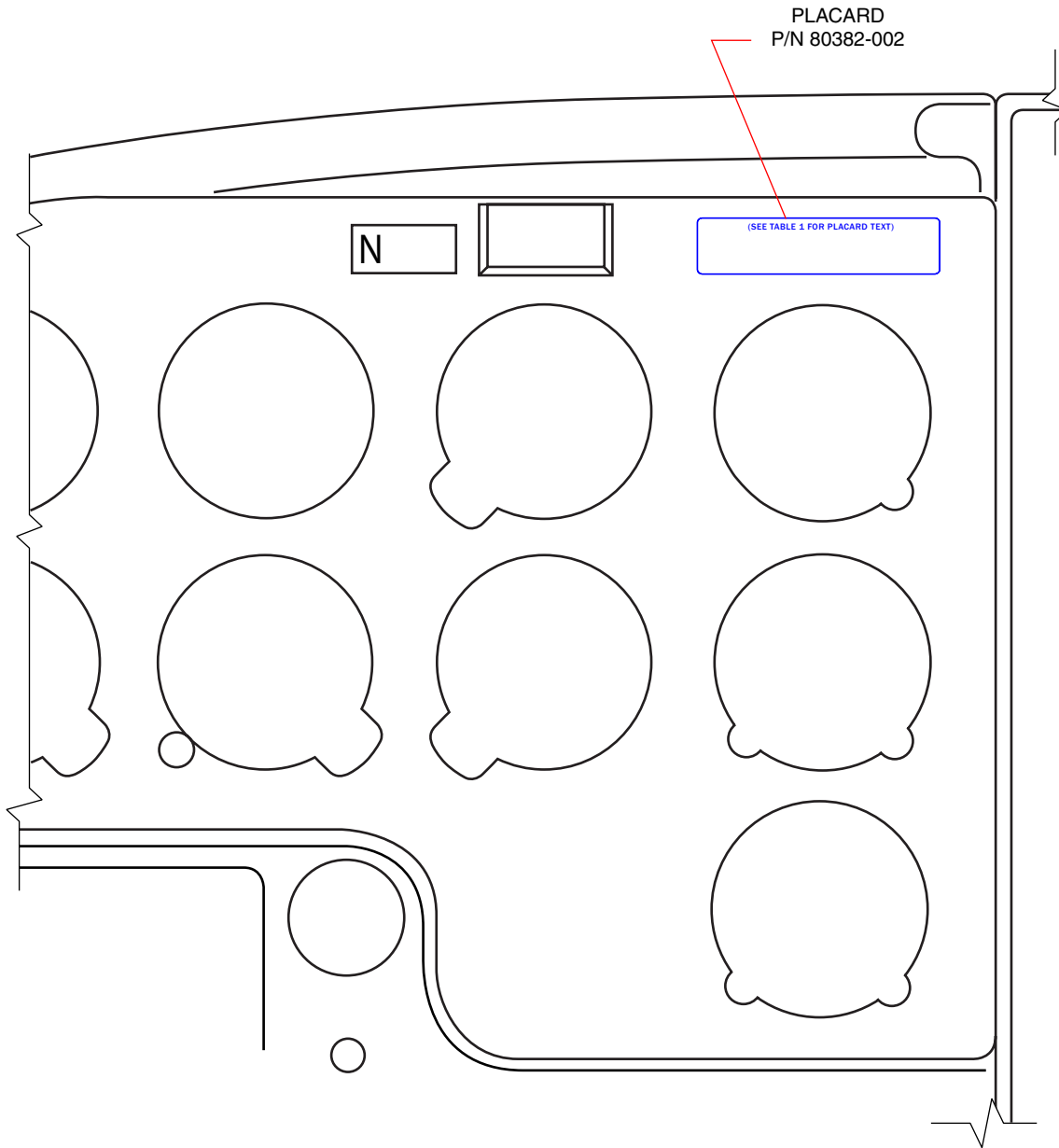
WARNING PLACARD, LOWER LEFT CORNER OF LEFT INSTRUMENT PANEL

Figure 2
Warning Placard - PA-31 and PA-31-300



WARNING PLACARD, LOWER LEFT CORNER OF MAIN INSTRUMENT PANEL

Figure 3
Warning Placard - PA-31P Navajo



WARNING PLACARD, UPPER LEFT INSTRUMENT PANEL,
ADJACENT TO THE COMPASS DEVIATION CARD
AZTEC "E" SHOWN

Figure 4
Warning Placard - PA-23-250 and 23E-250 Aztec (six-place) "B," "C," "D," and "E"

AVAILABILITY OF PARTS: Placards or Complete Replacement POHs – Your Factory Authorized Piper Service Facility

POH Revisions – Contact Piper Technical Publications at (1)(772) 299-2141 or techpubs@piper.com for assistance

EFFECTIVITY DATE: This service bulletin is effective upon receipt.

SUMMARY: Please contact your Factory Authorized Piper Service Facility to make arrangements for compliance with this service bulletin in accordance with the compliance time indicated.

NOTE: Please notify the factory of any address/ownership corrections. Changes should include aircraft model, serial number, and current owner's name and address.

Corrections and/or changes should be directed to:

PIPER AIRCRAFT, INC.
Attn: Customer Service
2926 Piper Drive
Vero Beach, FL 32960