

**TO:**

All Navajo Chieftain Aircraft with the New Kelly Aerospace 200F-5002 (62E23186), 200F-5003 (62E23188) and 200F-5004 (62E23187) Fuel Pump(s) installed. NOTE: This bulletin is applicable only to Chieftain\* (PA-31-350) Aircraft with pumps bearing the S/Ns found in Table 1 below. Pumps installed on aircraft other than the PA-31-350 are not subject to this bulletin regardless of S/N inclusion in Table 1 below.

**NOTE:**

Chieftain variants include the T1020 Commuter and the EMBRAER EMB 820 (Brazil). Also any Navajo converted to L/TIO-540-J2B or L/TIO-540-J2BD engines such as Colemill Panther. Check L/TIO-540-J2B or L/TIO-540-J2BD engines destined for installation in the above aircraft.

**SUBJECT:**

Isolated reports of minor fuel weepage from the relief valve housing at the parting surface on certain Kelly Aerospace engine driven fuel pumps have come to our attention. This condition has been noticed at the upper end of fuel pressure on Piper Chieftain Aircraft that use Kelly Aerospace Power Systems pumps. The purpose of this service bulletin is to provide information to Piper Chieftain owners, operators, and maintenance personnel regarding the inspection and factory repair of the KAPS 200F Series fuel pumps.

**MODELS****AFFECTED:**

200F-5002, 200F-5003 and 200F-5004 Fuel Pumps in service on Piper Chieftains\*.

**TIME OF****COMPLIANCE:**

Determined by results of visual inspection defined in Step 2 below.

1. No visible staining - Compliance with these instructions shall occur at the next scheduled inspection or service interval, but not to exceed 25 hours of operation.
2. Visible staining - Compliance with these instructions shall occur before next flight.

**TABLE 1**  
**200F-5002 Series Pump**  
**(Lycoming Part Number 62E23186)**  
**Serial Numbers**

S/N Range	S/N Range	S/N Range
FFN002FP - FFN021FP FIN006FP - FIN015FP FIN041FP - FIN052FP FJN001FP - FJN004FP FJN011FP - FJN020FP FLN001FP - FLN002FP GAN001FP - GAN025FP GBN001FP - GBN004FP GBN008FP - GBN015FP GCN001FP - GCN015FP GDN002FP - GDN006FP	GDN006FP - GEN021FP GFN007FP - GFN011FP GFN017FP - GFN022FP GGN001FP - GGN020FP GHN001FP - GHN005FP GJN003FP - GJN018FP GKN001FP - GKN004FP GLN001FP - GLN010FP HAN001FP - HAN002FP HAN005FP HBN014FP - HBN033FP	HBN039FP - HBN043FP HCN001FP HCN006FP - HCN010FP HDN010FP - HDN012FP HDN023FP - HDN032FP HDN048FP - HDN077FP HEN003FP HEN006FP HFN003FP - HFN017FP HFN020FP - HFN024FP

**200F-5003 Series Pump**  
**(Lycoming Part Number 62E23188)**  
**Serial Numbers**

S/N Range	S/N Range	S/N Range
FFN022FP - FFN031FP FIN001FP - FIN005FP FIN031FP - FIN040FP FJN005FP - FJN009FP FJN007FP GFN001FP - GFN005FP HAN003FP - HAN004FP	HBN004FP - HBN008FP HCN002FP - HCN005FP HCN004FP HDN002FP - HDN004FP HEN002FP HEN004FP HEN005FP	HEN007FP HFN001FP HFN002FP HFN018FP - HFN019FP HGN057FP

**200F-5004 Series Pump**  
**(Lycoming Part Number 62E23187)**  
**Serial Numbers**

S/N Range	S/N Range	S/N Range
FFN032FP - FFN035FP FHN001FP - FHN003FP FIN014FP - FIN030FP FJN010FP FJN021FP - FJN030FP GBN016FP - GBN018FP	GCN016FP GFN006FP GGN021FP - GGN030FP GJN019FP - GJN026FP GKN005FP - GKN008FP GLN011FP - GLN015FP	HBN034FP - HBN038FP HBN044FP - HBN050FP HDN005FP - HDN009FP HDN013FP - HDN022FP HDN033FP - HDN047FP HDN078FP - HDN080FP

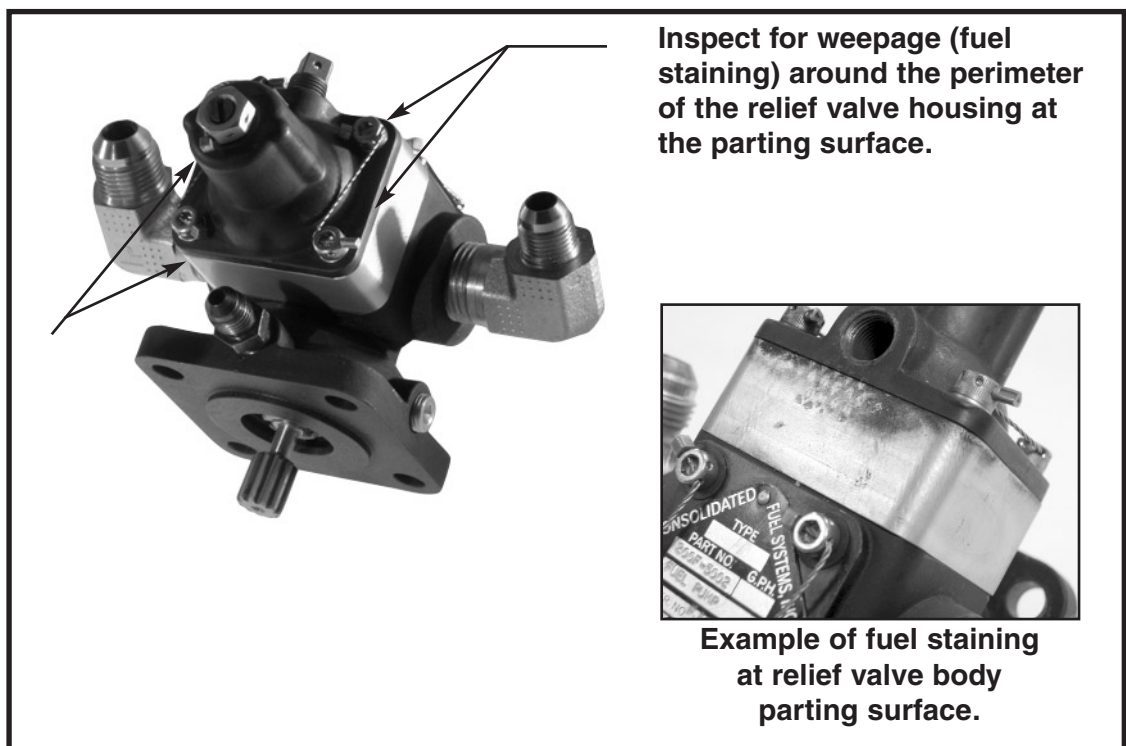
## **INTRODUCTION:**

In response to recent comments of a slight fuel weepage on 200F-5002, 200F-5003, and 200F-5004 fuel pumps installed in Piper Chieftains, Kelly Aerospace, Inc. recommends an immediate visual inspection of all -5002, -5003, and -5004 pumps installed in subject Aircraft.

## **PROCEDURE:**

1. Access the engine driven fuel pumps in accordance with the approved aircraft maintenance instructions. If either of the fuel pump S/Ns match one of the S/Ns found in Table 1 continue with this procedure. If not, make an appropriate log book entry and return the aircraft to service.
2. Visually inspect each fuel pump body for signs of fuel stains, giving careful attention to the relief valve cover parting surface (see Figure 1). Fuel weepage may appear as a greenish blue stain or darkened residue. Utilize supplemental lighting if needed to facilitate visual inspection. Visual inspection should include airframe areas around and beneath the fuel pump mounting locations.
3. If signs of fuel weepage are found complete the following steps:
  - a. Immediately remove fuel pump(s) from aircraft in accordance with the approved aircraft maintenance instructions.
  - b. Contact Kelly Aerospace, Fuel System Service Department. Please use contact information below.
4. If no signs of fuel weepage are found around the parting surface of the fuel pump(s), the pump(s) may remain in service for an additional 25 hours or until the next scheduled Service Interval, at which time they must be removed and returned to the factory for repair.

**Figure 1: Inspect for weepage around the perimeter of the relief valve housing at the parting surface.**



### **Reinstallation of Factory Repaired Pumps:**

1. Remove the fuel pump(s) from the packing carton and inspect condition. Inspect the data tag for Factory Repaired Pumps designation. Repaired pump(s) will have the letter "D" inscribed in the GPH field adjacent and to the right of the Part Number field.
2. Flush the Inlet and Outlet hoses with clean fuel before connecting them to the pump. Install the pump in accordance with the approved aircraft maintenance instructions.
3. Run aircraft per the approved operational instructions. Observe maximum fuel pressure. Inspect fuel line connections and inspect suspect area for any signs of weepage. Prepare aircraft for return to service per the approved aircraft maintenance instructions.
4. Make entry in aircraft log book to show compliance with this bulletin.

### **Return for Repair/Replacement:**

It is imperative that you return only those Fuel Pumps that are installed on Piper Chieftains\* with L/TIO-540-J2B, -J2BD engines and only if the S/N appears in table 1 above. All other installations are exempt from this bulletin. Pumps are to be sent to Kelly Aerospace Power Systems, Inc. ATTN. Chieftain Pump Recall.

Remove the suspect Fuel Pump and contact the Kelly Aerospace Power Systems to receive a Returned Material Authorization (RMA) Number. The RMA number will help to expedite the processing of your unit. Returned units must have the RMA number plainly affixed to the Fuel Pump itself. Units returned to the factory for authorized repairs will receive immediate and prompt attention. KAPS will exercise a priority turn-around of all subject Fuel Pumps. Repaired Pumps will be returned as time-continued units and will retain their original warranty agreement under a repair/return to service 8130 form.

### **Identification of Repaired Pumps:**

Factory repaired pumps with serial numbers listed on this bulletin will have the letter "D" inscribed in the GPH field adjacent and to the right of the Part Number field. The designation "D" indicates that the unit has been repaired at the factory and satisfies the demands of this bulletin. If the letter "D" appears in the block to the right of the P/N, no further action is required.

For questions concerning these instructions or availability of replacement pumps, please contact Kelly Aerospace, Fuel System Service Department at 334-386-3624.

**Ship Units to:** Chieftain Pump Recall  
Kelly Aerospace Power Systems, Inc.  
1400 East South Blvd.  
Montgomery, AL. 36116

**Contact for RMA Authorization:** Kelly Aerospace Customer Service Center  
800-334-6359 (toll free)  
334-386-3624  
334-286-8018 (fax)  
tgauntt@kellyaerospace.com