

MAULE AIRCRAFT CORPORATION
SPENCE AIR BASE
MOULTRIE, GEORGIA 31768

SERVICE LETTER #39

SUBJECT: Possible Collapsed Fuel Lines.

AIRPLANES AFFECTED: M-5-210C, S/N 6190C thru 6204C, and
M-5-235C, S/N 7061C thru 7160C, and
7163C thru 7167C, 7169C thru 7192C,
7194C, and 7197C.

COMPLIANCE: Within 25 flight hours.

STATUS: Considered mandatory.

AUTHORITY: This Service Letter if FAA approved.

BACKGROUND: Use of hose clamps with a hexagon drive head has made it possible to over-tighten these clamps. This possibility is critical when the clamp is tightened onto soft aluminum fuel lines, since it is possible to crush the fuel lines and thereby restrict fuel flow.

CORRECTIVE ACTION:

The fuel supply lines must be inspected for this collapsed condition where they connect to the main tank outlets (4 places).

Remove the wing root fairings so that you have access to the front and rear main fuel tank outlets on both sides. If the hose clamps on the fuel line end of the outlet connection hoses does not have a hexagonal head, no further inspection is necessary.

If this hose clamp does have a hexagonal head, loosen the hose clamp and pull the hose off of the fuel line. Inspect the fuel line for a collapsed section within two inches of the line end.

If a fuel line is found to be collapsed, it must be replaced. A replacement line can be obtained from Maule Aircraft Corporation at no cost by so indicating on the compliance form. When replacing hose clamps, torque 15-20 inch pounds.

Before recording action taken on this service letter in your aircraft log book, fill out the appropriate sections of the attached Service Letter Compliance Form and return it to us.

MAULE AIRCRAFT CORPORATION
SERVICE LETTER #39 COMPLIANCE RECORD

Aircraft Serial Number _____

Aircraft Registration Number _____

The following action has been taken with respect to this service letter: (Check One)

- The tube clamps on the top ends of all four (left and right front and rear) fuel supply lines have been inspected and found to be of the non-hexagonal head type.
- Hexagonal head tube clamps were found on the top ends off some or all of the fuel supply lines, but upon inspection these fuel lines were found to be in satisfactory condition.
- The following fuel supply lines were found to be collapsed as specified in Service Letter #39. Left front _____ (P/N 5092X-7), left rear _____ (P/N 5092X-1), right front _____ (P/N 5092X-8), right rear _____ (P/N 5092X-9). Please supply me with replacement lines.
My best shipping address is:
- I no longer own this airplane.
It was sold to:

Name _____

Address _____

City, State, Zip _____

CERTIFIED BY _____
Signature

Printed Name

TITLE _____
Owner, A & P, IA, etc.

DATE _____

RETURN THIS COMPLIANCE RECORD TO: MAULE AIRCRAFT CORPORATION
SPENCE AIR BASE
MOULTRIE, GEORGIA 31768
ATTN: ENGINEERING RECORDS

MAULE AIRCRAFT CORPORATION

SERVICE LETTER #39 (SUPPLEMENT)

REPLACEMENT INSTRUCTIONS: FUEL SUPPLY LINES

GENERAL, RIGHT OR LEFT SIDE:

1. Disconnect battery.
2. Drain main tank on affected side.
3. Remove seat, floorboard, front door sill trim, and upholstery panel under the door. Fuel line junction "T" is located in this section. Note: Item 3 does not apply to left front line, which terminates at fuel selector valve behind left kick panel.
4. Doors may be removed for easier access.

FRONT LINES:

1. Remove front door post cover and kick panel.
2. For left side, disconnect line at fuel selector valve.
3. For right side, disconnect line at "T" under front door.
4. Cut off flare at lower end and remove nut and sleeve. Smooth edges of cut end to avoid damages to wires and hoses under panel.
5. Cut cable ties holding the fuel line in place and note position of anti-chaff sleeves. Remove line by pulling from top, guiding as necessary to prevent damage to adjacent wires.
6. Install new line (5092X-7 left, -8 right) from top, guiding to prevent damage to wiring. Position anti-chaff sleeves as before and secure line with cable ties.
7. Install nut and sleeve on line at bottom and flare to 37°. Reconnect both ends of line. Torque hose clamp 15-20 inch pounds.
8. Fill main tank and check all connections for leaks.
9. Replace removed items.

REAR LINES:

1. For right side, remove rear door.
2. For left side, remove window trim (front and lower) and panel below window.

3. Pull upholstery on rear of door post, loosen and remove aluminum plate underneath.
4. Trace line up through door post, noting location of chaff sleeves. Cut cable ties.
5. Cut off flare at lower end and remove nut and sleeve.
6. Trim out any fabric adhering to line at wing butt and remove line by pulling up. Guide line from inside to prevent kinks.
7. Install new line from top. Position chaff sleeves and replace ties. Note: The cable ties on the rear lines are easier to install if they are positioned and partially closed before the line is inserted.
8. Install nut and sleeve on lower end of line and flare to 37°.
9. Reconnect fitting and hose. Torque hose clamp 15-20 inch pounds.
10. Fill main tank and check all connections for leaks.
11. Reinstall removed items.

MAULE AIRCRAFT CORPORATION

SERVICE LETTER #39 WORK ACCOMPLISHMENT RECORD

This is to certify that the below indicated fuel supply lines, found unsatisfactory per Service Letter #39, have been replaced following the instructions provided with the replacement fuel lines.

- Left Front Line (P/N 5092X-7)
- Left Rear Line (P/N 5092X-1)
- Right Front Line (P/N 5092X-8)
- Right Rear Line (P/N 5092X-9)

CERTIFIED BY _____
Signature

TITLE _____
Owner, A & P, IA, etc.

DATE _____

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SPENCE AIR BASE
MOULTRIE, GEORGIA 31768

ATTN: ENGINEERING RECORDS

MAULE AIRCRAFT CORPORATION

AIRPLANE FLIGHT MANUAL

MAULE M-5-235C

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LOG OF REVISIONS

REV.	TO PAGE	DESCRIPTION	APPROVAL AND DATE
A	1	<p>Changed White Arc on Indicator Diagram from 56 to 65 mph, changed Green Arc from 62 to 70 mph. Made same changes in Marking Explanations. Added Note at bottom and deleted Design Maneuvering Speed.</p>	
A	2	<p>Added Design Maneuvering Speed paragraph at top. Deleted Maximum Weight at bottom.</p>	<p>Act. Chief, Engineering and Manufacturing Branch Southern Region, FAA</p>
A	3	<p>Added Maximum Weight paragraph at top. Changed C.G. limits at 2300# from +16 to +20.5 to +12.5 to +20.5; and changed +12 to +20.5 @ 1600# to 10.5 to 20.5 @ 1700#.</p>	<p>Date: August 16, 1976</p>
A	6	<p>Changed Maximum RPM drop from 125 RPM to 175 RPM and RPM difference from 75 to 50 RPM.</p>	