



*Ref SI M20-43
also*

NUMBER: M20-51

DATE: 3-6-80

SUBJECT: STATIC SYSTEM PLUMBING INSPECTION

MODELS/
SERIAL NUMBERS
AFFECTED:

M20J S/N 24-0787 thru 24-0966
M20K S/N 25-0101 thru 25-0341

TIME OF
COMPLIANCE:

At next scheduled inspection or sooner
at owner's discretion.

INTRODUCTION:

The static system drain valve is to be located at the lowest point of the plumbing lines. Reports have been received that indicate some aircraft have the static line tied to antenna cable routing and, therefore, created a low point up stream of the drain valve. Certain environmental conditions are suspected to cause moisture to accumulate within the static system and the drain valve will not eliminate this moisture if another lower point in the system exists.

INSTRUCTIONS:

1. Access is obtained through the battery compartment access cover located on left hand side of tailcone.
2. Inspect the static line downstream of the tee at the top of the loop that joins right hand and left hand side static buttons. If this section of the static system plumbing is tied to any wire or cable routing, this tie needs to be cut. The static plumbing should be tied to the static loop only to insure that the drain valve is at the lowest point of the plumbing.
3. Check for moisture accumulation after securing static line correctly by pushing upon drain valve.
4. Replace access cover.
5. Enter compliance note in aircraft log book and return aircraft to service.

REFERENCE

DATA:

Mooney Service Instruction M20-43, May 2, 1979

PARTS LIST:

NONE.

FIGURES/
TABLES:

NONE.