

F. Atlee Dodge Aircraft Services, LLC.

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Date: August 26, 1994

Revision: None

Sheet 1 of 2

INSTALLATION INSTRUCTION

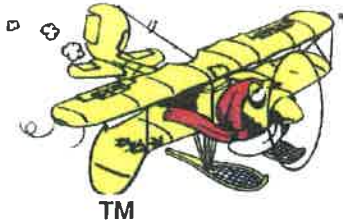
F. ATLEE DODGE MUFFLER & MUFFLER SHROUD & PREHEATER SHROUD

- 1 Remove the engine cowling leaving the nose cowl and propeller installed.
- 2 Remove the screws securing the top and bottom mounting brackets (channels) at the firewall.
- 3 Disconnect tachometer cable at the engine.
- 4 Remove the bolts securing the engine mount upper and lower engine mount legs to the "V" brackets on the firewall. R.H. side only.
- 5 Swing engine out hinging from the L.H. engine mount legs. Be careful that all lines, wires, ect., are free Install an AN3 bolt in hinge to lock engine mount in open position.
- 6 Drop rear exhaust stack at cylinder flanges.
- 7 Remove the muffler assy. By removing both clamps at each of the mufflers.
- 8 Remove the muffler shroud by first sliding the clip from the shroud, spread open and pull from muffler.
- 9 Remove the exhaust stack shroud by removing the clip and spreading the shroud.
- 10 If new F. Atlee Dodge shrouds are to be installed, proceed as follows: muffler shroud P/N 3236 on an F. Atlee Dodge Muffler P/N 3241 or a Piper Muffler P/N 12433-14 and exhaust stack shroud P/N 3182 (Preheater shroud).
- 11 The shroud are two piece shrouds and are clamped together with hose clamps. The preheater shroud uses 2 each -44 clamps (1 1/4" inches).

The muffler shroud used 3 clamps one of which have a cut out in the clamp to clear an outlet. 3 each clamps -56 (4 inches).

- 12 Install the upper and lower halves of the exhaust shroud on the muffler. Install one clamp at each end of the shroud with the one with the cut out to go on the L.H. side of the shroud. The third clamp to go app. Center of shroud between tailpipe and 2" inch outlet.

Torque to a snug fit with ends snug against the muffler.



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- 13 The preheater shroud uses 2 clamps each, one at each end. The outlet with the steep angle goes to the R.H. side and at the bottom. Torque per item 14.
- 14 In reverse procedure, reassemble the engine exhaust, engine mount and cowling.

Have a second mechanic or an inspector recheck all work.
- 15 Make appropriate entry in log book. Fill out FAA Form 337.

Weight change is negligible.



U.S. Department
of Transportation
**Federal Aviation
Administration**

Small Airplane Directorate
Atlanta Aircraft Certification Office
One Crown Center
1895 Phoenix Boulevard, Suite 450
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OCT 11 2006

Mr. Steve Kracke
General Manager
F. Atlee Dodge Aircraft Services, LLC
PO Box 190409
Anchorage, Alaska 99519

Dear Mr. Kracke:

This letter is in response to your letter dated October 3, 2006 to the Anchorage Aircraft Certification Office requesting an alternate means of compliance to AD 68-05-01 when installing your muffler assembly on PA-18 series aircraft in accordance with Supplemental Type Certificate (STC) SA02023AK issued on October 11, 1993 by the Anchorage ACO.

A review of the technical data provided by the Anchorage Aircraft Certification Office in support of your request indicates that the muffler assembly configuration defined in STC SA02023AK differs from that defined in the original Piper PA-18 design such that the inspection requirements specified in AD 68-05-01 paragraphs (a) and (b) are no longer applicable. When installing the muffler assembly defined in STC SA02023AK as an alternate means of compliance with AD 68-05-01, replace the 50-hour and 100-hour inspection requirements defined in paragraphs (a) and (b) of the AD with the visual inspection criteria specified in Advisory Circular 91-59 Section 6.c.

When complying AD 68-05-01 using this alternate means of compliance, a copy of this letter shall be inserted into the maintenance records of the airplane.

Sincerely,

for Melvin D. Taylor, Manager
Atlanta Aircraft Certification Office

Cc: ACE-100
Anchorage ACO, ACE-115N, Rodney Bahr