

4/23/2026

FOR YOUR INFORMATION

2026-151/11-29

2343565

To: FAA (AFS-300)

Info: FAA (AFS-200, AFS-230, AVP-1, AVP-200, ANM-100, SEA-AEG), ATSG, AFA, ALPA, IFALPA, AMFA, APA, APFA, ASAP, A4A, IATA, CAPA, IAM, ICASS, IPA, NTSB, PAMA, TWU

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: Liquid Pipe Sealant Caution

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2343565

DATE / TIME

Date of Occurrence	202603
Local Time Of Day	No Local Time Of Day Stated

PLACE

Altitude - AGL	0
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AIRCRAFT / EQUIPMENT X

Make Model Name	Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part	91

COMPONENT 1

Aircraft Component	Pitot-Static System
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PERSON 1

Function - Maintenance	Technician
ASRS Report Number	2343565

EVENTS

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Deviation / Discrepancy - Procedural - Published Material / Policy
Detector - Person	Maintenance
Result - General	Maintenance Action

NARRATIVE 1

I run a pitot-static repair station and have recently found an increase in previous shops using liquid Teflon tape and "pipe dope" to seal their National Pipe Thread pitot-static fittings. When I do the 91.411 test years later, these fittings are failing the leak checks because the liquid sealant acts as a lubricant, causing the fittings to back off under aircraft vibrations and start leaking. The leak is immediately fixed when we remove the liquid sealant and replace it with the proper sealant tape. Since we were able to fix the leak, we leased the aircraft for service. On the most recent aircraft, we told the owner about this, and he stated that the shop that did his pitot-static test years prior was telling him about how they had recently switched to using liquid Teflon tape, "because it was so much easier to use." Since we have been able to fix the leaks, we have been returning the aircraft to service, but wanted to make sure safety folks are aware of this issue and maybe help get the word out about the issue with using these liquid sealants. We did directly notify the shop that did the recent aircraft where we found the issue.

SYNOPSIS

Repairman reported there has been a recent increase in shops using liquid Teflon tape, which acts as a lubricant, and causes the fittings to back off under aircraft vibrations and start leaking.