



The New Piper Aircraft, Inc.  
2926 Piper Drive  
Vero Beach, Florida, U.S.A. 32960

# SERVICE No. 1172 BULLETIN

## PIPER CONSIDERS COMPLIANCE MANDATORY

Date: July 3, 2006

(S)

**SUBJECT:**

**LIFT STRUT ATTACHMENT BOLT INSPECTION**

**MODELS AFFECTED:**

PA-11 Cub Special  
PA-11S Cub Special  
PA-16 Clipper  
PA-16S Clipper  
PA-18; PA-18A; PA-18S; PA-18 "105"; PA-18S "105";  
PA-18 "125"; PA-18S "125"; PA-18 "135"; PA-18S "135";  
PA-18AS "135" Super Cub  
PA-18 "150"; PA-18A "150"; PA-18S "150"  
PA-18AS "150" Super Cub  
PA-18A (Restricted); PA-18A "135" (Restricted);  
PA-18A "150"(Restricted)  
  
PA-19; PA-19S Super Cub  
PA-20/20S, PA-20/20S "115", PA-20S "135" Pacer  
PA-20 "135" Pacer  
PA-22 Tri-Pacer  
PA-22-135; PA-22S-135 Tri-Pacer  
PA-22-150/160 & PA-22S-150/160 Tri-Pacer  
PA-22-108 Colt

**SERIAL NUMBERS AFFECTED:**

11-1 through 11-1678  
11-1 through 11-1678  
16-1 through 16-736  
16-1 through 16-736  
18-1 through 18-7632  
  
18-3771, 18-3781 through 18-9015, 18-7309016  
through 18-8309025, 1809001 through 1809113  
18-677, 18-770 and 18-1262 through 18-3779  
18-3786 through 18-9015 and 18-7309016 through  
18-8309025  
19-1 through 19-3  
20-1 through 20-1121  
20-877 through 20-1121  
22-1 through 22-533  
22-534 through 22-2424 (except 22-2378)  
22-2378, 22-2425 through 22-7642  
22-8000 through 22-9848

**COMPLIANCE TIME:**

To coincide with next regularly scheduled maintenance event, but not to exceed the next one hundred (100) hours time in service.

**APPROVAL:**

The technical content of this Service Bulletin has been shown to comply with the applicable Federal Aviation Regulations and is FAA approved.

(OVER)

ATA: 5700

**PURPOSE:**

It has been discovered that some of the affected aircraft may have been supplied with service replacement bolts that do not meet type design.

**NOTE**

The FAA has determined that some landing gear components supplied by PMAs (Parts Manufacturer Approval) allow for longer landing gear travel than Piper designed, factory-original parts. As a result, the FAA issued SAIB number CE-04-91 on September 24, 2004, which advises specific inspections of the landing gear for evidence of contact with this bolt. This document is available for viewing at the FAA website: [www.faa.gov/aircraft/safety/alerts/saib/media/CE-04-91.pdf](http://www.faa.gov/aircraft/safety/alerts/saib/media/CE-04-91.pdf).

A small number of aircraft were delivered from the factory with the hardware configuration shown in Figure 1. Although this configuration does provide adequate clearance from the landing gear as delivered from the factory, it does not provide as much clearance as the configuration shown in Figure 2. Therefore, aircraft conforming to the hardware configuration shown in Figure 1 are more likely to have an interference condition occur when Parts Manufacturer Approval (PMA) parts are used in place of Piper-approved parts.

This Service Bulletin provides for the mandatory inspection (and if necessary, replacement) of the Lift Strut Attachment Bolts, to insure that the hardware configuration of all affected aircraft are in agreement with Figure 2.

**INSTRUCTIONS:**

1. Locate the bolted joints (total 4 per aircraft) at the lower end of the Front & Rear Lift Strut Assemblies, left and right hand sides of the aircraft, and compare to Figure 1 and Figure 2 below.

Note the orientation and stack-up of nut, bolt, cotter pin (and if applicable, washers) at this bolted joint. Bolts will have head markings as follows:

For Figure 1, the bolt head marking reads NAS 464P.

For Figure 2, the bolt head marking reads 13241.

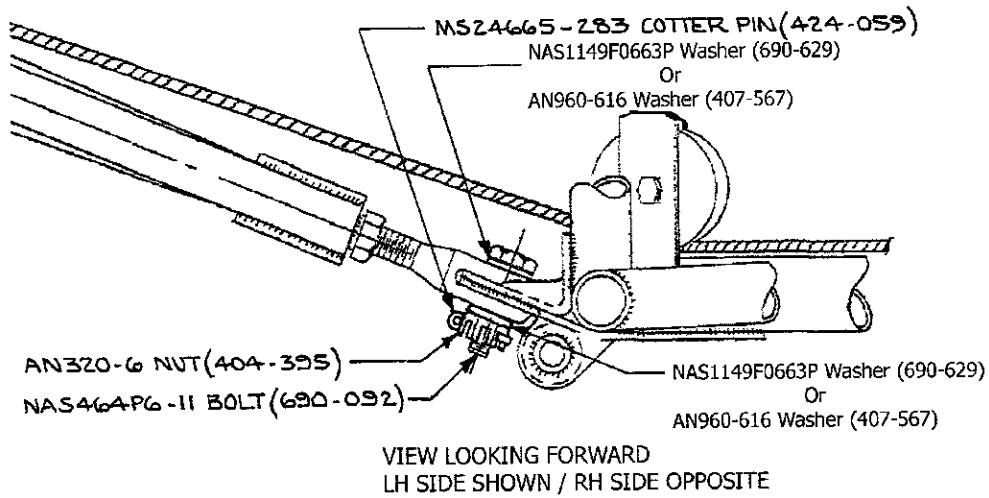
**This inspection must be accomplished within 100 hours of operation.**

2. Aircraft conforming to Figure 1 are acceptable for use up to 500 hours of operation, as a temporary measure, to allow time for the operator to order and install the hardware shown in Figure 2.

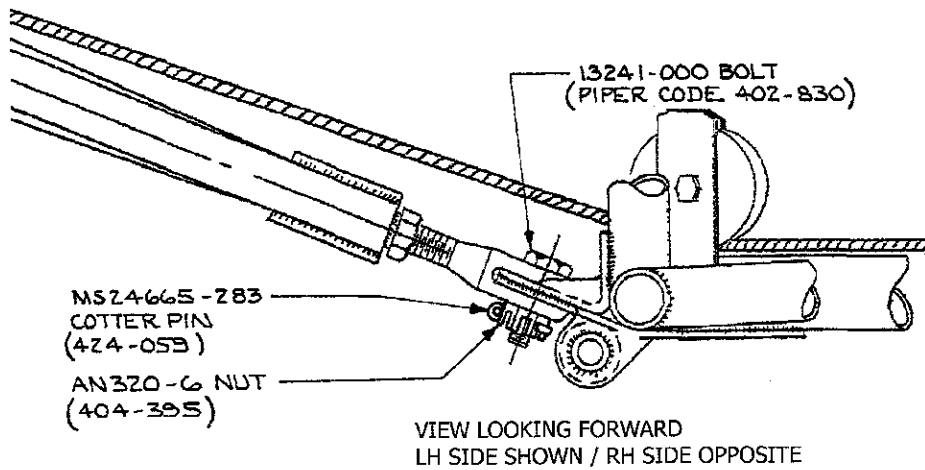
**After 500 hours of operation, all aircraft must conform to Figure 2.**

**Note:** If re-installation of the castellated nut (Piper Code 404-395) is needed, tighten nut just enough to eliminate axial play in bolt, then continue tightening nut as needed to align cotter pin hole in bolt with nearest nut castellation. Install cotter pin.

3. After verifying that the lift strut attach bolts at all 4 locations on the aircraft are in agreement with Figure 2, make a logbook entry indicating compliance with this Service Bulletin.



**Figure 1**  
Acceptable for up to 500 hours of operation.



**Figure 2**  
Hardware configuration required for compliance with this Service Bulletin.

**MATERIAL REQUIRED:**

<u>Qty</u>	<u>Piper Code #</u>	<u>Nomenclature</u>
4 (on condition)	402-830	BOLT - (13241-000)
4 (on condition)	404-395	CASTELLATED NUT - (AN320-6)
4 (on condition)	424-059	COTTER PIN - (MS24665-283)

**AVAILABILITY OF PARTS:** Your Piper Service Facility.

**EFFECTIVITY DATE:** This Service Bulletin is effective upon receipt.

**SUMMARY:**

Please contact your Factory Authorized Piper Service Facility to make arrangements for compliance with this Service Bulletin in accordance with the compliance time indicated.

**NOTE:** If you are no longer in possession of this aircraft, please forward this information to the present owner/operator and notify the factory of address/ownership corrections. Changes should include aircraft model, serial number, current owner's name and address.

Corrections and/or changes should be directed to:

THE NEW PIPER AIRCRAFT, INC.  
Attn: Customer Service  
2926 Piper Drive  
Vero Beach, FL 32960