

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

F.A.A. APPROVED

November 5, 1959

SUBJECT: Inspection of Control Cables and Replacement of 1/8" 7 x 19 Flexible Stainless Steel Control Cables on Foreign Registered Airplanes

MODELS AFFECTED: J-3 Series, PA-11, PA-11S, PA-12, PA-12S, PA-14, PA-15, PA-16, PA-16S, PA-17, PA-18 Series, PA-20, PA-20S, PA-20 "115", PA-20S "115", PA-20 "135", PA-20S "135", PA-22, PA-22 "135", PA-22S "135", PA-22 "150", PA-22S "150", PA-22 "160", PA-22S "160", L-4 Series, L-18B, L-18C, L-21A, L-21B and L-21B Modified.
SEE NOTE "A".

COMPLIANCE DATE: Next 10 Hours of Operation

A few nicopress sleeves installed on 1/8" 7 x 19 flexible stainless steel control cables have cracked due to contaminated stainless cable. These cracked sleeves have been found in stock only. Cracked nicopress sleeves have not been found on aircraft; however, to preclude the possibility of contaminated cables in aircraft, which may lead to cracked nicopress sleeves, it shall be necessary that all 1/8" 7 x 19 flexible stainless steel control cables installed on the above listed airplanes be removed and replaced with new cables within the next ten hours of flight operation.

Normally, airplanes are equipped with stainless steel cables only when the airplane is purchased as a seaplane or when ordered to be metalized. In some cases, however, operators, when ordering replacements for standard airplane cables (galvanized cables) order stainless steel cables.

It is of utmost importance, therefore, that all foreign registered airplanes be inspected for stainless steel control cables. The inspection may be accomplished in the following manner:

A weak magnet may be used to determine whether stainless steel or galvanized control cables are in the airplane. Stainless steel control cables will show little or no affinity for the magnet; however, a definite attraction will be noted in the case of galvanized cables. (A sample of the stainless cable and a sample of galvanized cable should be used to establish the difference between the two insofar as magnetic attraction is concerned.)

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If an airplane, of those listed, is established as having galvanized cable through-out, no further inspection shall be required.

Any airplane, of those listed, which has any stainless steel control cable installed shall have the following inspection performed:

Determine whether or not the stainless steel cables are of the flexible or non-flexible type. If the cables are non-flexible stainless steel, no further action is necessary. If, however, a 1/8 - 7 x 19 flexible stainless steel control cable is found, it shall be removed immediately from the airplane and replaced with new standard land-plane cables as listed in the appropriate parts catalogs. All stainless steel cables which have been removed shall be destroyed.

NOTE: (1) This Service Bulletin will in some instances overlap Service Bulletin #181. In this case, Service Bulletin #181 shall apply.

(2) The replacement cables are not to be obtained from any existing Distributor or Dealer stock, but are to be ordered direct from the Service Spares Division at Piper Aircraft Corporation, Lock Haven, Pennsylvania through your Piper Distributor. All existing stocks of flexible 1/8 - 7 x 19 stainless steel cables are to be destroyed.

NOTE "A".

Providing your aircraft records clearly indicate that a replacement 1/8 - 7 x 19 flexible stainless steel control cable has not been installed in your airplane after January 1, 1958, this bulletin does not apply and can be disregarded.

End.