



SERVICE BULLETIN

No. 183

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

FAA APPROVED

November 9, 1959

SUBJECT: TAIL BRACE STREAMLINE TIE RODS

**MODELS AFFECTED: PA-12, PA-14, PA-20, PA-22, PA-22 "135",
PA-22 "150", PA-22 "160"**

**COMPLIANCE DATE: January 2, 1960, or next 100 hour inspection whichever
occurs first and each 100 hour inspection thereafter**

There have been a few reported cases of failure of a tail brace wire (10074-02 or 10074-03) on the above listed airplanes.

Failures are caused by any one of or a combination of the following:

1. Stone damage.
2. Misalignment of the wires (causes excessive vibration of the wire).
3. Use of tail brace wires and the rudder horn as a handle and step respectively, to swing tail down and pivot airplane.

It is further requested that at each 100 hour or periodic inspection that the tail brace wires be cleaned and carefully inspected with a 10 power magnifying glass, paying particular attention to the leading and trailing edges. Wires may remain on the airplane for inspection.

Should cracks or nicks be found, it shall be acceptable to sand the affected area with #500 sandpaper or equivalent, to remove the cracks or nicks. After the sanding operation the wires should be painted to preclude corrosion of the sanded area.

NOTE: Sanding shall not reduce the width of the wire by more than .015 inch.

Any crack or nick which cannot be removed with a nominal amount (see above) of sanding shall be cause for retirement of the wire from service. The wires should be destroyed or permanently marked so that no inadvertent reuse of the wires is possible.

End