



Piper Aircraft Corporation
Vero Beach, Florida, U.S.A.

SERVICE No. 819 BULLETIN

* PIPER CONSIDERS *
* COMPLIANCE MANDATORY *

FAA Approved

Date February 28, 1986

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SUBJECT:

Fuselage Door Frame Tube Corrosion:
Repair and Protection.

MODELS AFFECTED:

J-4 Coupe
J-5 Cruiser
PA-12 Super Cruiser
PA-14 Family Cruiser
PA-15 Vagabond
PA-16 Clipper
PA-17 Vagabond
PA-20 Pacer
PA-22 Tripacer and Colt

SERIAL NUMBERS AFFECTED:

4-401 through 4-1649
5-02 through 5-1389
12-02 through 12-4036
14-01 through 14-523
15-01 through 15-388
16-01 through 16-736
17-01 through 17-215
20-01 through 20-1121
22-01 through 22-9848

COMPLIANCE TIME:

but not to exceed six (6) months.

Within the next twenty-five (25) hours of flight,

PURPOSE:

Reports have been received of the presence of excessive rust and corrosion between steel tubing and preformed sheet steel material, which is welded to the tubing in the door frames, windshield, and baggage areas of the fuselage. The preformed sheet steel can be in the shape of a channel, angle or variation of either which, when welded to the tubing in certain locations, can create a blind area.

If these conditions exist and are left uncorrected, the structural integrity of the fuselage will be compromised.

REFERENCE: FAA Advisory Circular AC43.13-1A Acceptable Methods, Techniques and Practices - Aircraft Inspection and Repair.

INSTRUCTIONS:

1. Unless an acceptable alternate method of inspection is approved by the F.A.A., remove the fabric from the door frame, windshield, and baggage areas which are constructed with preformed steel sheet welded over steel tubing. (Ref. drawing).
2. In the door frame(s), windshield and baggage areas, remove the preformed sheet steel from the tubing. Exercise care when smoothing, dressing or cleaning the welds to prevent damage to the tubing.
3. Inspect tubing; repair or replace as required, and add corrosion protection per AC43.13-1A.

(over)

ATA: 5300

INSTRUCTIONS: - (Con't.)

4. Install new sheet steel parts fabricated from .032" 4130N steel with a 0.12" minimum bend radius to replace original parts. Tack weld 3/8" lengths on 2" spacing. (See attached Sketch for shapes).
5. Whether or not any repairs are required, coat the blind area between the preformed sheet steel and the tubing with hot linseed oil, paralketone, or other corrosion inhibitor.
6. Clean and refinish exterior of structure per individual preference with good quality aircraft grade primer.
7. Repair or replace fabric as required per AC43.13-1A, or applicable Supplemental Type Certificate.
8. Make an appropriate logbook entry of compliance with this Service Bulletin.

MATERIAL REQUIRED:

To be determined by inspection.

AVAILABILITY OF PARTS:

Local procurement from shop stock.

EFFECTIVITY DATE:

This Service Bulletin is effective upon receipt.

SUMMARY: If you are no longer in possession of this aircraft, please forward this information to the present owner.

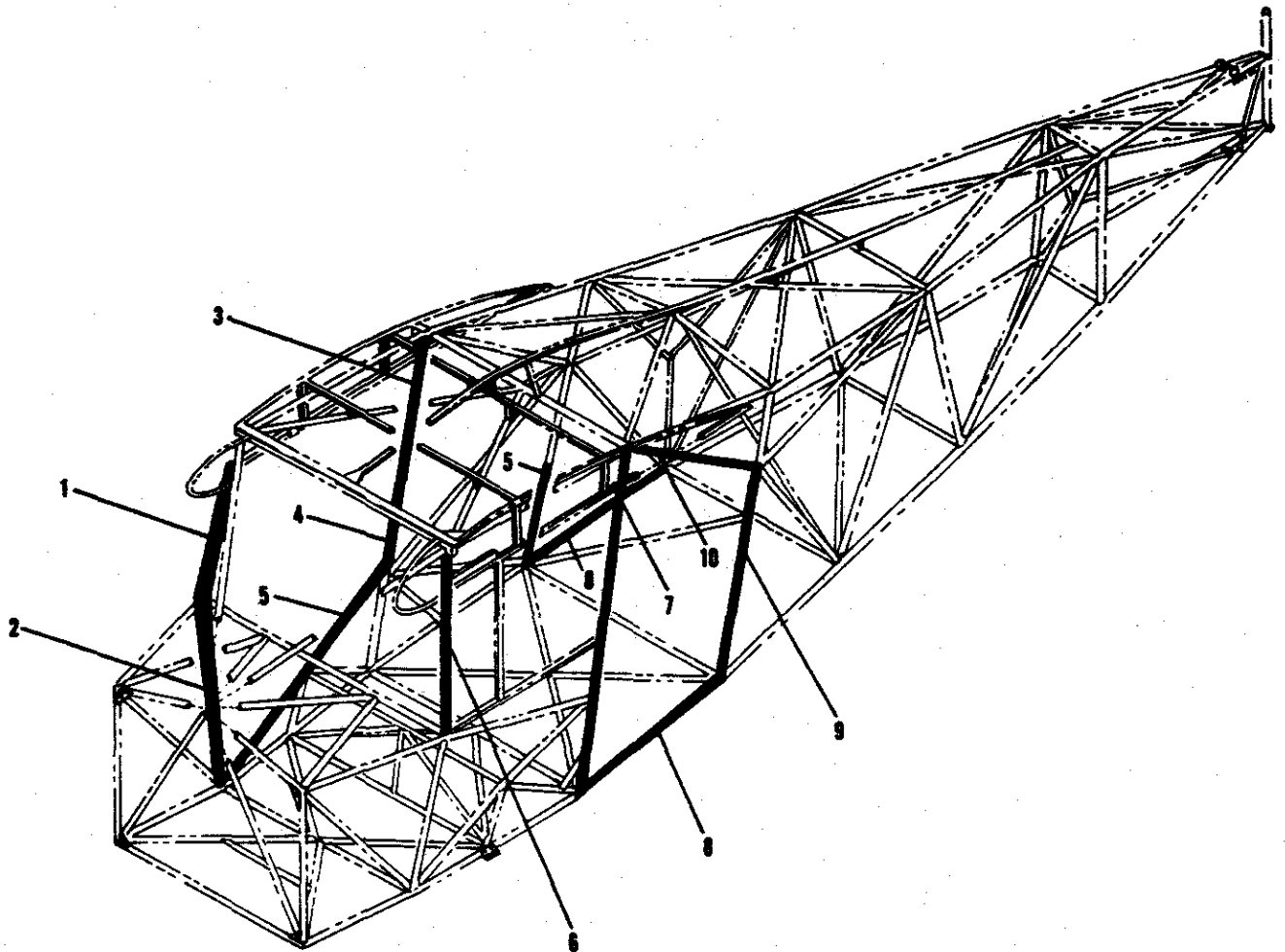


FIG. 1



FIG. 2

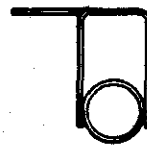


FIG. 3



FIG. 4



FIG. 5



FIG. 6



FIG. 7



FIG. 8



FIG. 9



FIG. 10

TYPICAL FUSELAGE FRAME ASSEMBLY
(ARTICLE SHOWN IS PA-22)