



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

SERVICE BULLETIN

NO. 1245A

PIPER CONSIDERS COMPLIANCE MANDATORY

Date: November 28, 2012

(S) (M)

Service Bulletin (SB) supersedes SB 1245. Aircraft that have previously complied with SB 1245 are already in compliance with SB 1245A.

SUBJECT: STABILATOR CONTROL SYSTEM INSPECTION

REASON FOR REVISION: SB1245A clarifies cleaning and inspection instructions.

MODELS AFFECTED:

PA-28 Series
PA-28S Series
PA-28R Series
PA-28RT Series
PA-32 Series
PA-32S Series
PA-32R Series
PA-32RT Series
PA-34 Series
PA-44 Series

SERIAL NUMBERS AFFECTED:

All
All
All
All
All
All
All
All
All
All

COMPLIANCE TIME:

Upon reaching fifteen (15) calendar years time-in-service, initial inspection to coincide with the next regularly scheduled maintenance event.

Thereafter, compliance to be accomplished on a recurring basis, at an interval not to exceed two thousand (2,000) operating hours or seven (7) calendar years time-in-service, whichever occurs first.

NOTE: A logbook entry documenting the replacement of any flight control cable or turnbuckle body will relieve the inspection requirement for that component only, until such time as that component has been in service for 15 calendar years.

APPROVAL:

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

PURPOSE:

Existing Instructions for Continued Airworthiness (i.e., the appropriate Piper Maintenance Manual and associated Service Publications) include an inspection of all flight control pulleys, cables, fittings and turnbuckles on a recurring basis. However, service history suggests that over time, the turnbuckles used in the stabilator flight control cable system may develop cracks or corrosion which may not be detected during these inspections.

This Service Bulletin provides specific instructions for the recurring inspection of the stabilator flight control system.

NOTE: Refer to the applicable Piper Maintenance Manual, as well as Piper Service Letters SL 1069 and SL 1135 for additional flight control cable maintenance requirements.

INSTRUCTIONS:

NOTE: Refer to the applicable Piper Maintenance Manual for model specific details.

1. Secure a jack stand to the tail skid (tie down). Visually inspect the entire length of the Stabilator flight control cable system, with special emphasis on the turnbuckle area, as described in the steps that follow.
2. Locate the rear cabin bulkhead, which is behind the aft seats. The rear cabin bulkhead is accessible from inside the aircraft.

NOTE: Temporary removal of seats and/or other interior components may be required to accomplish this inspection.

3. Remove and retain the access cover from the rear cabin bulkhead, in order to gain access to the tailcone area.
4. Identify the two (2) stabilator flight control cable turnbuckles, which are located inside the tailcone, directly aft of the rear cabin bulkhead. See Figure 1. Using procedures described in the appropriate Service/Maintenance Manual, disassemble the turnbuckle bodies to facilitate a complete inspection of the turnbuckle bodies and associated cable terminals.
5. Clean the turnbuckle bodies and associated cable terminals thoroughly with Methyl Ethyl Ketone (MEK) or acetone prior to inspection. The non-threaded surfaces of the turnbuckle body and cable terminals may be cleaned using Scotch-Brite™ General Purpose Green Scouring Pad 96 or 105b.

NOTE: Most of the affected aircraft use control cables featuring strands made of galvanized steel. By design, the galvanized coating corrodes sacrificially, protecting the steel strands underneath. This normal corrosion process creates zinc oxide powder, which can migrate along the length of the control cable, covering the surfaces of the turnbuckle components with an inert white speckled coating. This coating, along with any other contaminants such as dirt, oil or grease, must be removed in order to properly examine the turnbuckle and cable terminals.

6. Using a 10X magnifier, a mirror and a suitable light source, carefully examine the entire surface of each turnbuckle, cable terminal, and adjacent portion of the flight control cable, inspecting for cracks, corrosion, or broken cable strands. Any evidence of cracks or cable fraying, however minute, is cause for replacement. Any evidence of corrosion that remains after accomplishing the cleaning instructions above is cause for replacement.
7. Using procedures described in the appropriate Service/Maintenance Manual, reassemble the turnbuckle bodies and associated cable terminals. Rig and adjust stabilator travel and stabilator control cable tension.
8. Reinstall the rear cabin bulkhead access cover, which was removed in Step 3. Reinstall any interior components that were removed in Step 2.
9. Remove the jack stand from the aircraft.
10. Make a logbook entry indicating compliance with this Service Bulletin.

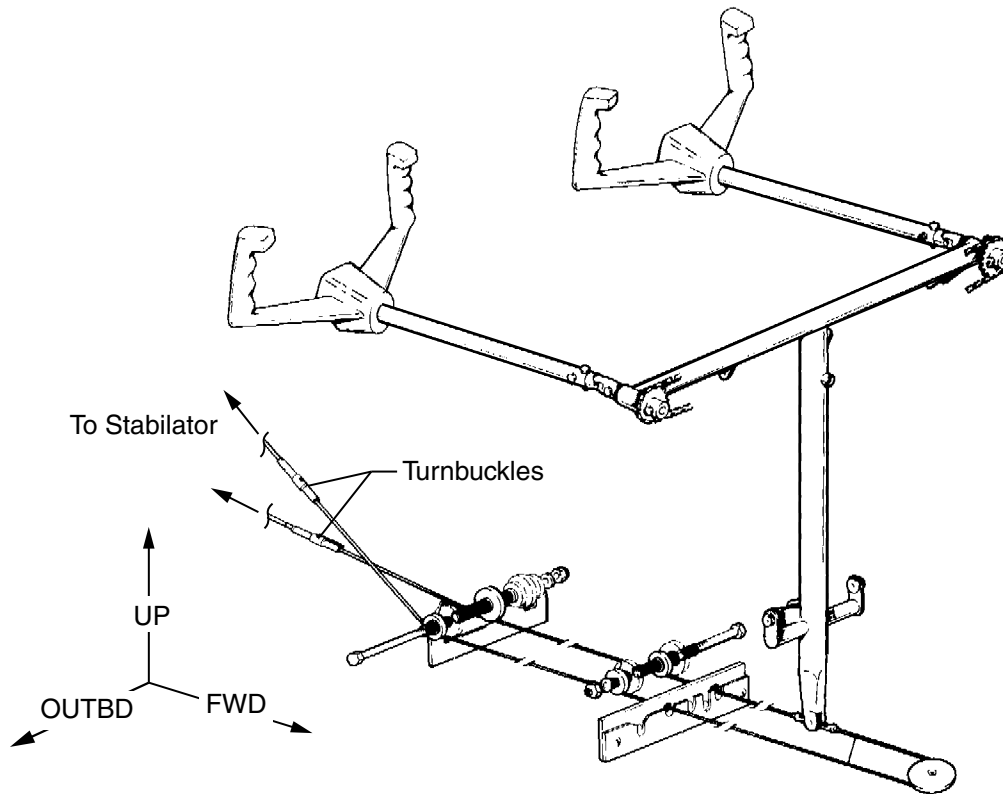


Figure 1
Stabilator Control Cables (Typical)

MATERIAL REQUIRED:

Procure locally

Methyl Ethyl Ketone (MEK) or acetone

Scotch-Brite™ General Purpose Green Scouring Pad 96 or 105b

AVAILABILITY OF PARTS: N/A

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: Please notify the factory of any address/ownership corrections. Changes should include aircraft model, serial number, current owner's name and address.

Corrections and/or changes should be directed to:

PIPER AIRCRAFT, INC.
Attn: Customer Service
2926 Piper Drive
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