

IMMEDIATE ACTION

SERVICE BULLETIN

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SERVICE INSPECTION NOTES

J3, J4, J5, PA-11, PA-12, PA-14, PA-15, PA-16, PA-17

For all other Models refer to Owner's Handbook and Inspection Report Forms.

This Bulletin supersedes Service Bulletin No. 112 dated April 5, 1949 and Service Bulletin No. 112A dated February 20, 1959.

These inspection notes are issued as a recommended check list to assist owners, operators, and maintenance personnel in keeping their Piper airplanes in an air-worthy condition.

SAFETY PRECAUTIONS

1. Inspect your airplane regularly.
2. Replace worn parts.
3. Repair or replace damaged parts immediately.
4. When installing a new part, or reinstalling a part after it has been serviced, use new Timmerman nuts and nuts of the self-locking type, gaskets, hoses, safety wires or cotter pins.

NOTE: In all cases when there is any doubt of a parts dependability, replace or repair it immediately.

LINE INSPECTION

Before the first flight of each day give the airplane as thorough a visual inspection as time permits. Inspect the airplane and ascertain if the following are in a serviceable and airworthy condition, that is, properly attached, free from excessive wear, undamaged, satisfactory operation, etc.

(over)

PIPER AIRCRAFT CORPORATION, LOCK HAVEN, PA., U. S. A.

1. Propeller, spinner & their attachments.
2. Cowling fasteners and cowling attachments.
3. Engine baffles and their attachments.
4. Engine mount and its attachments.
5. Exhaust manifold, exhaust shrouds, exhaust bracing and their attachments.
6. Fuel strainer free from excessive water and fuel lines & fittings free from leaks.
7. Engine free from oil leaks and oil in sump at proper level.
8. Throttle connections at carburetor and its attachment to motor mount.
9. Tires
10. Landing gear and shock strut attachments.
11. Lift strut & jury strut attachments.
12. Aileron hinge pins and control attachments.
13. Cockpit controls.
14. Tail surfaces.
15. Tail brace wires and attachments.
16. Tail wheel attachments.
17. Fuel tank cover attachments.
18. Fuel gauge.
19. Fabric covering.
20. Fairings and inspection covers and their attachments.

WEEKLY OR 20 HOUR INSPECTION

Once a week, or at the end of 20 flying hours, if that many hours are logged before a week is up, inspect the airplane and ascertain if the following are in a serviceable and airworthy condition, that is, properly attached, free from excessive wear, undamaged, satisfactory operation, etc.

1. All items under daily line inspection.
2. All engine controls and lines.
3. Exhaust system (free of excess scaling or cracks).
4. Engine compartment free from dirt and oil.
5. Fuel tanks free from water and sediment.
6. Control cable, cable attachments, pulleys and fairleads.
7. Moving parts in landing gear, control system lubricated.
NOTE: Properly lubricate the telescoping tubes at the stabilizer attachments.
Do not lubricate trim adjustment cable as this will cause slipping.
8. Electrical equipment and their attachments.
9. Brakes.
10. Tail wheel bearings and their attachments.
11. Windshield and windows.
12. Elevator controls, rudder controls and structure adjacent to battery. (corrosion).
13. Elevator cable terminals at elevator horn.
14. Stabilizer screw mechanism and stabilizer attachments.

ONE-HUNDRED HOUR INSPECTION

Federal Aviation Agency regulations require that the airplane be given a periodic or 100 hour inspection at least once each 12 calendar months by an authorized mechanic. If the airplane is used in commercial operation it must be inspected every 100 hours of flight, time by a certificated mechanic. The registration certificate, the airworthiness certificate, airplane flight manual (approved Operating Limitations), periodic or 100 hour inspection report, and aircraft and engine log books must be in the airplane when it is presented to an authorized mechanic for inspection.

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The following inspections do not include all the items covered in the Periodic Aircraft Inspection Report, Civil Aeronautics Authority Form ACA 319 (as revised), but are listed here as an owner's guide to units that require particular attention at the 100 hour period.

1. All items under 20 hour inspection.
2. Remove spinner and check propeller bolts.
3. Track propeller.
4. Clean carburetor air filter.
5. Remove drain plug bottom of carburetor; remove strainer from inlet fitting. Clean strainer and flush out chamber.
6. Remove and clean engine suction and pressure oil strainer. (See Engine Manual for location.)
7. Remove and inspect all landing gear attachment bolts and bushings.
8. Check condition of stop blocks and shock cords on landing gear.
9. Remove wheels and inspect wheel bearings and brakes.
10. Remove wing root fairings and inspect wing hinge bolts and spar butt fittings.
11. Remove fuel tank covers and inspect fuel tanks, connections and tank mountings. Clean finger strainers in outlets.
12. Inspect wing drag bracing.
13. Inspect lift strut clevis bolts for straightness and cracks.
Note: Replace after 2000 hours of operation on Models J3 Series, PA-11, PA-15 and PA-17.
14. Inspect seat structure and baggage compartment.
15. Inspect battery mounting and check area for acid.
16. Inspect safety belt, fittings and attachments.
17. Inspect all control cables where they pass through fairleads or over pulleys.
18. Inspect aileron bellcranks in wing and fuselage.
19. Check fluid level in landing gear shock struts.
20. Inspect aileron cables in wing.
21. Inspect all electrical wiring and terminals.
22. Check for corrosion. Reprime when necessary.

End