

IMMEDIATE ACTION

SERVICE



BULLETIN

NUMBER 35

April 21, 1941
Rev. Date: 2-19-46

SUBJECT: Reinforcement of Windshield Attachment

MODELS AFFECTED: J3 Cubs, Serial Nos. 1999 to 6270 inclusive

It has come to our attention that a number of cases of breakage have occurred in the welded joint at the intersection of the steel channels, to which the right rear edge of the windshield attaches, and the steel channel to which the hinges of the upper section of the cockpit enclosure attach. This junction is at the point where the upper edge of the windshield meets the lower surface of the wing.

These failures are due to buffetting of the enclosure during maneuvers and may also result from flying with the upper enclosure section opened against the lower surface of the wing.

While this failure will not necessarily result in an accident as the channels are installed only to supply support for the windshield and enclosure, continued operation with this joint broken may result in cracking of the windshield or loss of the enclosure. We strongly urge, therefore, that you install a reinforcing plate as shown on the attached sketch.

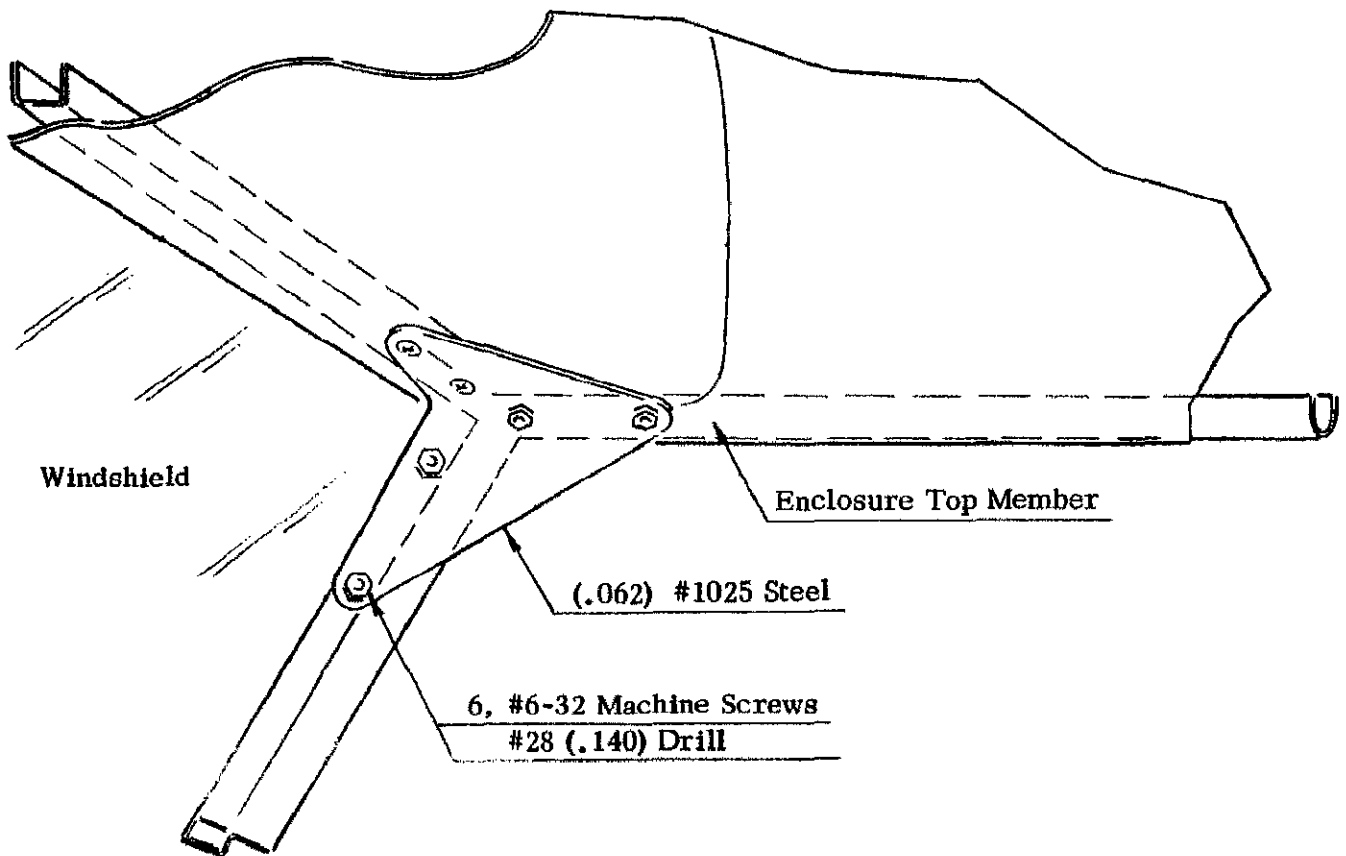
In order to make this installation, it is necessary to loosen the sheet metal cover over the front spar in the cockpit and also the upper section of the enclosure. Six holes (No. 28 drill) are then drilled through the three channels as shown and the reinforcing plate of 1/16" steel is then bolted in place with No. 6-32 machine screws, 3/4" long. Lockwasher should be used to prevent loosening of the nuts.

The parts necessary for this installation may be obtained at a nominal figure from your local dealer or distributor.

After the reinforcement has been installed, an appropriate entry should be made in the aircraft log book.

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

Front Cross Channel



ENCLOSURE FRAME REINFORCEMENT

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