

IMMEDIATE ACTION

SERVICE



BULLETIN

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SUBJECT: Aging of Protective Finish on Wood Wing Spars

MODELS AFFECTED: J3, J4, J5, L4 and L-4A

It has been found that when the subject model airplanes are continually exposed to adverse atmospheric conditions, a noticeable aging of the spar finish occurs. This is evidenced by checking and peeling of the finish, particularly in the regions of the butt fittings and lift strut fittings.

As this finish is intended to seal and protect the wood, it is recommended that the condition of the finish be periodically inspected thru the various inspection openings for the above mentioned defects.

The presence of these defects is not considered to constitute an immediate unairworthy condition unless noticeable checking of the wood is also present. It is recommended that the affected areas be scraped or sanded to remove the finish and any surplus glue, after which at least two coats of good quality spar varnish should be applied, allowing ample drying time between coats. This will probably necessitate the opening of the fabric at the top and bottom of the spars to reach the affected areas.

Where only a checking or peeling of the finish is found, a light sanding of the affected areas, followed by two coats of good quality spar varnish, will prevent possible checking of the wood.

Opening of the wing cover, in this case, is not considered justified unless this condition is extensive.

The spars should be completely refinished at the time of a major overhaul of the airplane.

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