

IMMEDIATE ACTION

SERVICE



BULLETIN

NUMBER 86

October 16, 1946

SUBJECT: J3 Lift Struts and Lift Strut Clevis Bolts

MODELS AFFECTED: J3 Series Aircraft

It has been brought to our attention by the Civil Aeronautics Administration that we have had a total of three (3) lift strut clevis bolts fail, and we feel that these failures can be attributed to one or more of the following:

- (a) Pushing, pulling or lifting the airplane by the lift struts at points other than where they attach to the spars, which may result in fatigue cracks in the lift strut clevis bolts. We recommend that this practice be discontinued.
- (b) Using the lift struts as a step when entering or leaving the cockpit. We recommend that a No-Step sign be painted on the lift struts adjacent to their attachment to the fuselage, in order to remind operating personnel that the struts are not designed for this purpose.
- (c) Straightening of lift strut clevis bolts which have been bent by either of the aforementioned practices or as a result of an accident. This should never be attempted and if any owner or operator has the knowledge of one having been straightened, it must be replaced immediately.

It is recommended that all owners immediately inspect their lift strut clevis bolts for evidence of previous abuse. If such evidence is noted, the bolt shall be replaced.

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