

IMMEDIATE ACTION

SERVICE

Service Bulletin #108



BULLETIN

October 20, 1948

SUBJECT: MODEL PA-11 FRONT AND REAR SEATS

Affected Airplanes: Front Seat: Serial Nos. 11-1 to 11-473 incl.,
11-475 to 11-477 incl., 11-482 and 11-485,
11-1354 to 11-1678 incl.

Rear Seats: Serial Nos. 11-1 and Up.

Failure of front and rear seat backs have been reported. These failures have been of a progressive nature and could be eliminated if proper maintenance and inspection are performed on the airplane.

The front seat has been bent backward resulting in bending of the seat side rail and back tubes, the crushing of the stop tubes at the hinges and the stretching of the hinge plate. In order to preclude the possibility of additional failures, it is recommended that the airplane be inspected and if such deformation is found, the following repairs may be made as needed or a new seat installed.

1. Side rail tube reinforcement

Add a half sleeve to underside of tube as shown on sketch.

2. Seat back tube reinforcement

Chip off lower sheet metal cross pad. Add split sleeve as shown on sketch and replace cross pad.

3. Hinge Revision

Replace present .062 hinge plates with .095 plates.

4. Stop Revision

Replace tube with cold rolled rod.

The rear seat back failures have been occurring at the lower attachment holes and in the plywood approximately 4" up from the bottom. It is recommended that the seat backs be inspected for such damage and indications that the elevator bellcrank has been gouging into the seat back. If the seat back is damaged it should be replaced.

NOTE: It is recommended that the practice of riding the seat back while taxiing and sitting on the seat backs when entering the airplane be discontinued. Also, when inspecting the control system, remove the seat back. Do not remove only the upper retaining pins and bend the seat back forward as the plywood will become damaged and eventually fail jamming the control system.

SERVICE DEPARTMENT

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

