

IMMEDIATE ACTION

SERVICE



BULLETIN

Service Bulletin No. 120

March 28, 1952

To: All Distributors, Dealers and Owners

Subject: Replacement of Front and Rear Lift Strut Forks and Barrels

Models Affected: All J3 and PA-11 Airplanes

It has been brought to our attention by the Civil Aeronautics Administration that the front and rear lift strut forks and barrels on the J3 PA-11 airplanes are still failing in service irrespective of the inspection and replacement directives now in effect.

These failures are caused by abuse, failure to replace lift struts after ground accidents, and the use of damaged parts from scrapped airplanes as service replacement parts. Therefore, in order to eliminate future failures it is recommended that the lift strut forks, part number 11281 and the lift strut barrels, part number 11711, which are now apart of all J3 and PA-11 airplanes be replaced by new lift strut forks, part number 13710, and new lift strut barrels, part number 12521.

This may be accomplished by using Lift Strut Modification Kit, part number 752 235, in accordance with the following procedure and the attached sketch.

1. Remove the fork and locking nut from the lower end of all four struts. Before removing the forks, it will be necessary to accurately measure the distance between the end of the strut and the centerline of the bolt hole in the fork. The purpose of this is to determine the proper adjustment when installing the new strut fork, part number 13710, in accordance with Item 12 of this procedure.
2. Cut off 1/8" of the strut at the end from which the fork was removed. (This will remove the end of the old barrel which is welded inside the strut.) (See Figure 1)
3. Grind or file off the flanges and adjacent weld on both sides of the barrel assembly. (See figure 1)

WARNING: Do not grind or file into the strut tube.

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

March 28, 1952

4. Pull out the old barrel using the original lift strut fork.
5. Insert the new barrel, part number 12521. (It will be necessary to lengthen the slots on the side of the strut sufficiently so that when the new barrel is inserted the end of the barrel flange will extend $3/32$ " from the end of the lift strut tube.) (See Figure 2)
6. Tack weld the new barrel assembly, part number 12521, in place.
7. Check alignment of the barrel assembly. (Centerline of the barrel must align with the centerline of the lift strut proper.)
8. Weld the barrel assembly complete.
9. Remove only excess weld from the end of the barrel assembly so that the locking nut will seat perfectly.
10. Remove the scale from the inside of the barrel, using a 7/16-20 NF-3 tap.
11. Clean the end of the lift strut. Prime and paint.
12. Insert the new fork, part number 13710, and locking nut, part number AN315-7R. When the new fork is screwed in make certain that the distance between the centerline of the bolt hole and the end of the lift strut is $1/32$ " more than the measurement which was taken in Item 1 of this procedure. The purpose of doing this is to maintain the same rigging on the airplane.
13. Placard lift struts "NO STEP". This placard should be placed on the lower end of the strut where it attaches to the fuselage.

The above, of course, should be done by a licensed A and E mechanic and the proper entry should be made in the aircraft log book. It will also be necessary to file a Repair and Alteration Form ACA-337. Part number 752 235 can be obtained through the Service Department of Piper Aircraft Corporation, Lock Haven, Pennsylvania, at a net price of \$7.50.

Very truly yours,

PIPER AIRCRAFT CORPORATION


Rolland Boardman
Service Manager

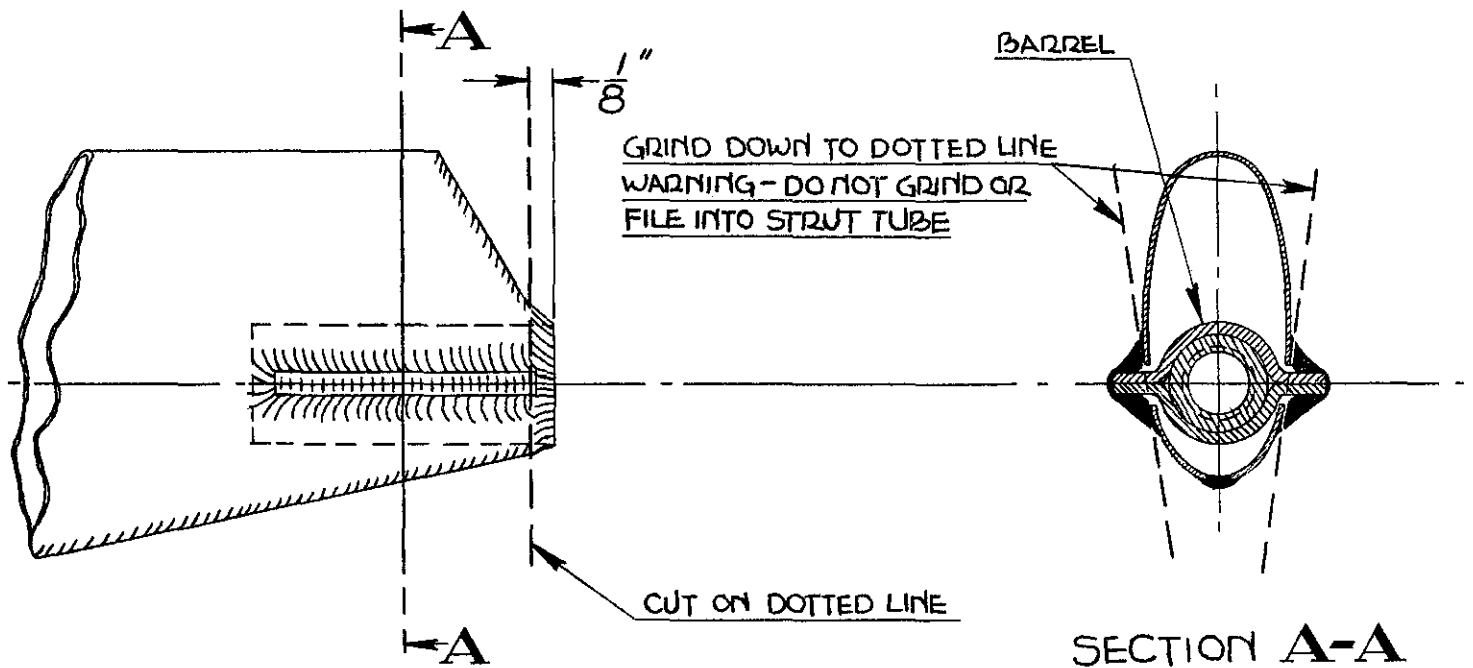


FIG. 1

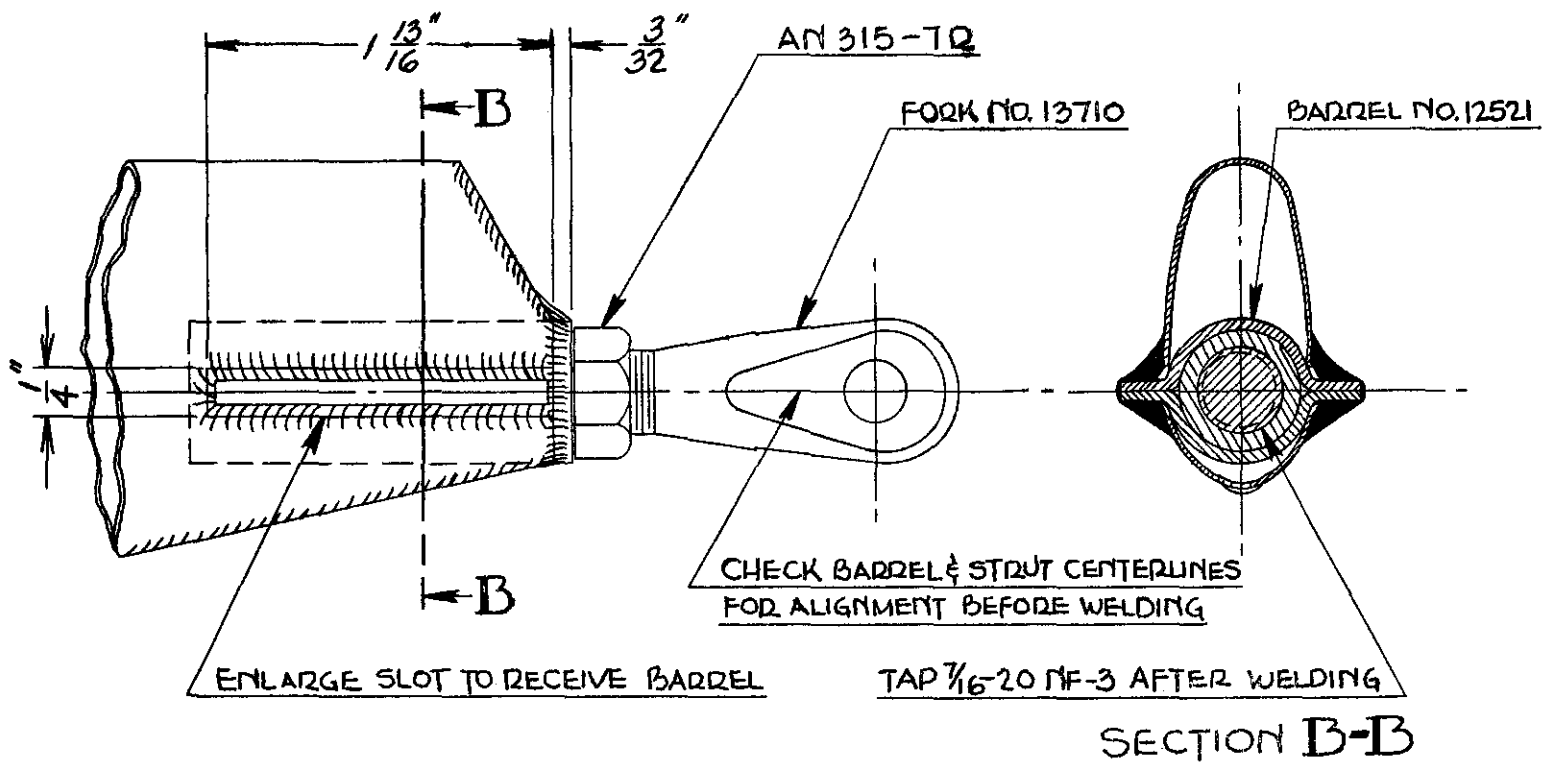


FIG. 2