



SERVICE BULLETIN

No. 590

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

"Modification DOA EA-1 Approved"

January 20, 1978 M

Subject: Inspection of Stabilator Tab Horn/Stabilator Trim Control Rod Attachment

Models Affected: Serial Numbers Affected:

PA-23-250 (6) Place Aztec "F".....27-7754118, 27-7754129, 27-7754130, 27-7754132, 27-7754137, 27-7754145 to 27-7754152 incl., 27-7754154 to 27-7754156 incl., 27-7754158 to 27-7854007 incl., 27-7854009 to 27-7854013 incl., 27-7854015 to 27-7854017 incl., 27-7854019 to 27-7854023 incl., 27-7854025 to 27-7854029 incl., 27-7854031 to 27-7854033 incl., 27-7854035, 27-7854037 and 27-7854038.

Compliance Time: Within the next twenty-five (25) hours of operation.

Purpose: It has been brought to our attention that the stabilator tab horn to stabilator trim control rod attachment hardware on the above referenced aircraft may have been improperly assembled and/or torqued. If not corrected, excessive control rod end play and bolt wear and eventual stabilator trim tab vibration may result.

This service release provides instructions to inspect the tab horn/trim control rod attachment for correct hardware installation and attachment bolt torque to preclude the above described condition.

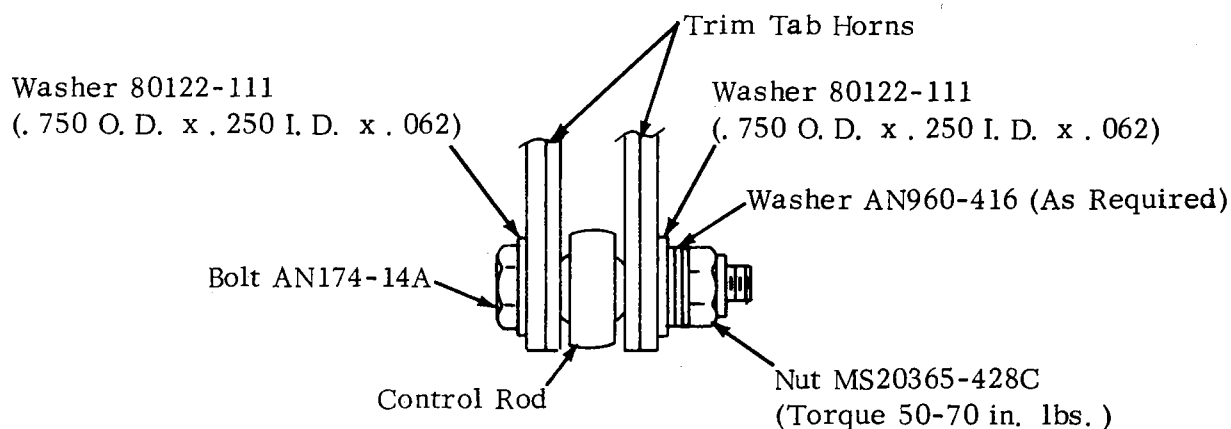
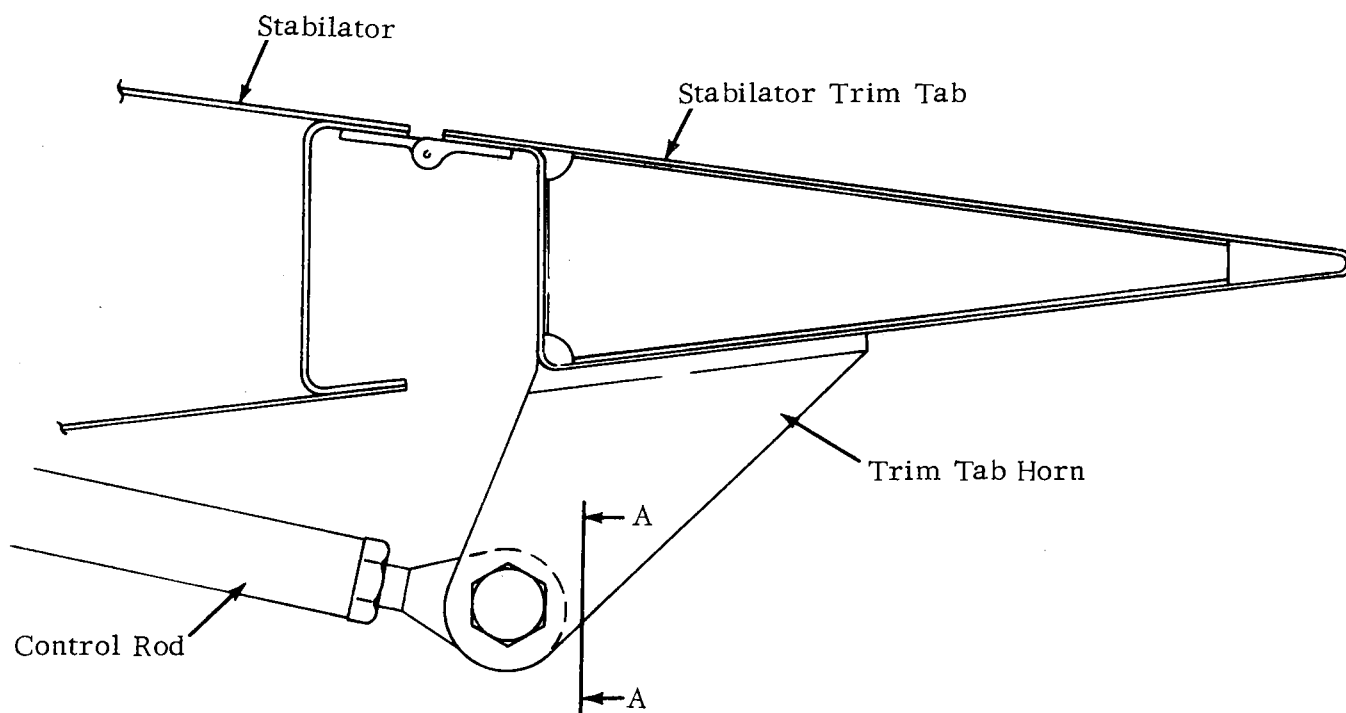
Instructions: Refer to attached sketch/instruction data.

Material Required: Refer to attached sketch/instruction data for proper hardware identification; replace/install as required.

Availability of Parts: Your Piper Field Service Facility.

Effectivity: This service release is effective upon receipt.

Summary: Please contact your Piper Field Service Facility to make arrangements for compliance with this service release in accordance with the requirements of Compliance Time, above. Material cost - if any - is negligible; reimbursement for one (1) hour per aircraft labor time/charge is offered through your Piper Field Service Facility, in accordance with their respective labor credit application procedure.



SECTION A-A

INSTRUCTIONS

1. Remove AN174-14A bolt from trim tab horn and control rod.
2. Inspect for evidence of nut having cut additional threads on bolt.
3. If evidence of additional threads is apparent, discard bolt and replace with new bolt.
4. Install hardware as shown above.

NOTE: With 50-70 in. lbs. Torque, the trim tab horns must be tight against the ball of the rod end bearing, the bolt should not turn readily, the nut must not "bottom" on bolt threads and there may be no "end play" in the attachment bolt.

5. Make appropriate Logbook entry of Service Bulletin compliance.