



The New Piper Aircraft, Inc.
2926 Piper Drive
Vero Beach, Florida, U.S.A. 32960

SERVICE No. 1008 BULLETIN

PIPER CONSIDERS COMPLIANCE MANDATORY

Date: September 30, 1997 (M)

(Service Bulletin No. 1008 supersedes and voids Service Bulletin No. 864, dated October 14, 1987.)

SUBJECT:

Elevator Butt Rib Refinement

MODELS AFFECTED:

PA-31, 31-300, 31-325 Navajo
PA-31-350 Navajo Chieftain
PA-31-350 T1020
PA-31P-350 Mojave

SERIAL NUMBERS AFFECTED:

31-2 through 31-8312019
31-5001 through 31-8452021
31-8253001 through 31-8553002
31P-8414001 through 31P-8414050

COMPLIANCE TIME: Upon reaching 1500 hours time in service or at the next regularly scheduled inspection not to exceed the next one hundred (100) hours time in service. (The first to occur.)

APPROVAL: The technical contents of this Service Bulletin have been approved by the Federal Aviation Administration (F.A.A.).

PURPOSE: It has been determined that the possibility exists for cracks to occur in the false spar channels, the elevator butt ribs, and the elevator spar at the butt rib attachment. Left uncorrected, such cracks could propagate and eventually result in impairment of elevator control. On October 14, 1987, Piper issued Service Bulletin 864 which required a one time inspection for cracks and a repair if required. Subsequent investigation indicates that a significant number of aircraft continue to experience the conditions described above and will require additional modification to effect a permanent repair.

This Service Bulletin requires the installation of an Elevator Butt Rib Refinement Kit which, when installed, will remedy the condition described above.

INSTRUCTIONS:

NOTE: Service Bulletin 323 dated September 21, 1970, Modification of the Rudder and Elevator Spar Assemblies, must have been complied with prior to the incorporation of this Service Bulletin.

NOTE: Previous compliance with Service Bulletin 864 dated October 14, 1987, does not constitute compliance with this Service Bulletin.

NOTE: Compliance with Service Bulletin 998 or 998A must have occurred prior to or in conjunction with this Service Bulletin.

NOTE: The Elevator Butt Rib Refinement Kit is not installed on new elevators delivered prior to October 1997 for compliance with Service Bulletin 998 or 998A. (Refer to instruction 2.)

(OVER)
ATA: 5521

INSTRUCTIONS: (Cont'd)

1. Check the aircraft for previous compliance with Service Bulletin 998 or 998A. If compliance was achieved by the installation of the prescribed new elevator assembly, refer to instruction 2. If compliance was achieved by the installation of a new elevator spar, refer to instruction 3.
2. Inspect the left and right elevators per the figures shown on page 3. If a doubler appears on the top inboard end of the elevator, compliance with this Service Bulletin has been achieved. Proceed to instruction 4. If no doubler appears, even if a new elevator has been installed per Service Bulletin 998 or 998A, continue with these instructions.

NOTE: The elevators being modified must first achieve proper balance prior to the installation of the Elevator Butt Rib Refinement Kit. It is required that an elevator balance check per the applicable Piper Maintenance Manual be accomplished to determine the suitability of the existing elevator for modification. If balance cannot be achieved for any reason (i.e. excessive paint requiring paint stripping, etc.), a new elevator should be ordered per Service Bulletin 998 or 998A. Any new elevators shipped the beginning of October 1997 will have the kit incorporated. Installation of this new elevator will provide a means of compliance with this Service Bulletin.

3. Install the Elevator Butt Rib Refinement Kit (1 per aircraft), Piper Part Number 766-642. All of the necessary instructions for installation are contained in the Elevator Butt Rib Refinement Kit.
4. Make an appropriate logbook entry of compliance with this Service Bulletin.

MATERIAL REQUIRED: One (1) each Elevator Butt Rib Refinement Kit, Piper Part Number 766-642, per aircraft.

AVAILABILITY OF PARTS: Your Piper Field Service Facility.

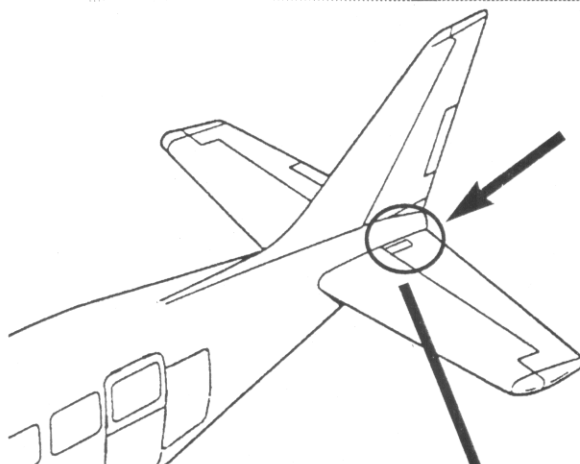
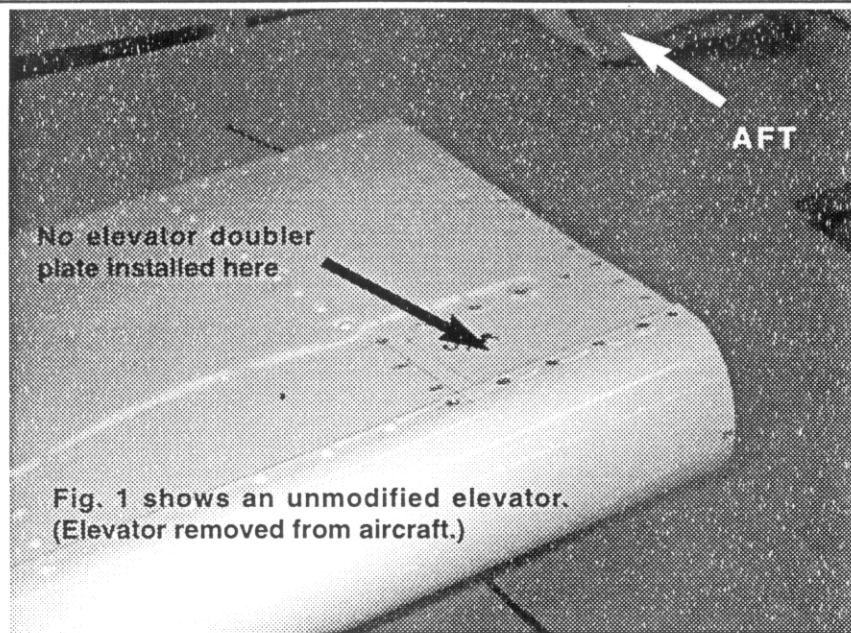
SUMMARY: There is no applicable factory participation for this Service Bulletin.

Please contact your factory authorized Piper Field Service Facility to make arrangements for compliance with this Service Bulletin in accordance with the compliance time indicated.

NOTE: If you are no longer in possession of this aircraft, please forward this information to the present owner/operator and notify the factory of address/ownership corrections. Changes should include aircraft model, serial number, current owner's name and address.

Corrections/Changes should be directed to:

The New Piper Aircraft, Inc.
ATTN: Customer Services
2926 Piper Drive
Vero Beach, FL 32960



Approximate location of doubler plate on left and right elevators. Installation of doubler plate indicates the installation of the Elevator Butt Rib Refinement Kit p/n 766-642.

