



# SERVICE BULLETIN

No. 554

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

"Modification DOA EA-1 Approved"

March 7, 1977 M

Subject:

Right Wing Front Spar Reinforcement

Models Affected:

Serial Numbers Affected:

PA-31 and PA-31-325 Navajo..... 31-7612064 to 31-7612110 Inclusive,  
31-7712001 to 31-7712012 Inclusive,  
31-7712014, 31-7712015, 31-7712017, 31-7712018,  
31-7712020 to 31-7712023 Inclusive, and  
31-7712025 to 31-7712027 Inclusive.

PA-31-350 Navajo Chieftain..... 31-7652104 to 31-7652120 Inclusive,  
31-7652122, 31-7652124, 31-7652125, 31-7652127,  
31-7652129, 31-7652130, 31-7652132 to 31-7652135  
Inclusive, 31-7652137, 31-7652139, 31-7652141,  
31-7652142, 31-7652145, 31-7652147, 31-7652148,  
31-7652150, 31-7652151, 31-7652153, 31-7652154,  
31-7652156, 31-7652157, 31-7652159, and 31-7652162  
to 31-7652177 Inclusive, 31-7752001, 31-7752002,  
31-7752004 to 31-7752006 Inclusive, 31-7752008,  
31-7752009, 31-7752011, 31-7752012, 31-7752015,  
31-7752019 to 31-7752022 Inclusive, 31-7752027  
to 31-7752036 Inclusive, 31-7752038, 31-7752040,  
31-7752042 and 31-7752047 to 31-7752049 Inclusive.

Compliance Time: Within the next fifty (50) hours of operation.

Purpose: FAA Emergency Airworthiness Directive dated February 25, 1977, issued to affected owners of record, and Piper telegraphic Service Bulletin No. 554 dated March 1, 1977, disseminated to Piper field affiliates and affected owners of record, described the necessity of inspecting the lower inboard right wing surface on the above referenced aircraft to detect evidence of possible cracking of the right wing front spar channel (Piper Part Number 40358-05). Generally, a visual inspection of the subject area was required for all affected aircraft after each twenty (20) landings, and (for the PA-31-350 Navajo Chieftain only) a landing weight restriction placard (max. 6650 lbs.) fabrication and installation was required.

This Service Release provides material and instructions to modify the inboard portion of the right wing (only) leading edge spar by installing reinforcement plates. This modification is

over

Purpose: (Continued)

designed to reinforce the right wing front spar channel to insure the structural integrity of this area. Installation of this modification kit will also relieve the repetitive inspection requirements and (PA-31-350 only) landing weight restriction placard imposed by FAA Emergency Airworthiness Directive dated February 25, 1977 and Piper Telegraphic Service Bulletin No. 554 dated March 1, 1977.

## NOTE:

This Service Release supersedes and voids Piper Telegraphic Service Bulletin No. 554 dated March 1, 1977.

Instructions: Contained in Piper Kit No. 761 137; Right Wing Front Spar Reinforcement.

## NOTE:

Should the inspection (referred to in Purpose, above) reveal wing skin deformation and/or loose or missing rivets, contact Piper Aircraft Corporation, Lock Haven, Pa. U.S.A. zip 17745 (telephone 717-748-6711; telex no. 841425) Customer Services Department for repair procedure.

Material Required: One (1) each per aircraft Piper Kit No. 761 137, Right Wing Front Spar Reinforcement.

Availability of Parts: Your Piper Field Service Facility.

Effectivity Date: This Service Bulletin is effective upon receipt.

Summary: Please contact your Piper Field Service Facility to make arrangements with the provisions of this Service Bulletin in accordance with Compliance Time, above. Factory reimbursement for modification material described in Material Required, above, and eight (8) hours (per aircraft) labor is available through your Piper Field Service Facility in accordance with their respective material/labor allowance credit application procedures for a period of time not to exceed twelve (12) months from the issue date of this Service Release.