



Piper Aircraft Corporation  
Lock Haven, Pennsylvania, U.S.A.

# SERVICE No. 773A BULLETIN

PIPER CONSIDERS  
COMPLIANCE MANDATORY.

Modification FAA Approved

May 3, 1984

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(Service Bulletin No. 773A supersedes and voids Service Bulletin No. 773, dated December 19, 1983.)

SUBJECT:

Bulkhead (Fuselage Station 332.0)  
Inspection

REASON FOR REVISION:

Revise Compliance Time and Serial  
Numbers Affected

MODELS AFFECTED:

PA-31T Cheyenne/Cheyenne II  
PA-31T1 Cheyenne I/IA

PA-31T2 Cheyenne IIXL

PA-31T3 T-1040

SERIAL NUMBERS AFFECTED:

31T-7400002 through 31T-8120104,  
31T-7804001 through 31T-8104101,  
31T-8304003,  
31T-1104004 through 31T-1104007  
31T-8166001 through 31T-8166032,  
31T-8166034 through 31T-8166065,  
31T-8166067 through 31T-8166071  
31T-8166073 through 31T-8166075  
31T-8275001,  
31T-8275003 through 31T-8275012,  
31T-8275014 through 31T-8275017,  
31T-8275025,  
31T-8375001 through 31T-8375005

COMPLIANCE TIME:

Aircraft with two hundred (200) hours or more time in service on the subject bulkhead, inspect within the next twenty-five (25) hours of operation and at each two hundred (200) hours of operation thereafter.

NOTE:

If Reinforcement Kit 764 983 is required and installed per Instruction 2.b., below, or if Reinforced Replacement Bulkhead Part No. 45583-16 or Part No. 45583-17 is required and installed per Instruction 2.c., below, the repetitive inspection requirements of this Service Bulletin are relieved.

PURPOSE:

Field reports indicate that cracks can develop in the fuselage bulkhead (Part No. 45583-08 on PA-31T, PA-31T1 and PA-31T2; Part No. 45583-10 on PA-31T3) at Fuselage Station 332.0. Left uncorrected, such cracks could propagate and result in a loss of structural integrity.

This Service Release provides instructions for inspection of the bulkhead for cracks, and announces the availability of reinforcement kit to be installed if cracks are found.

(over)

ATA: 5310

INSTRUCTIONS:

1. Gain access to the bulkhead area shown in Sketch A by removing the wrap-around fairings from the horizontal stabilizer to the fuselage and the access plates in the Station 332.0 area.
2. Using Dye Penetrant Inspection method, inspect the Fuselage Station 332.0 bulkhead for cracks in the areas shown in Sketch A.
  - a. If no cracks are found to exist proceed to Instruction 3 below. A repetitive inspection is required at each 200 hours of operation.
  - b. If cracks are found, and cracks do not exceed the following limitations, cracks must be stop drilled and Reinforcement Kit 764 983 must be installed before further flight.

LIMITATIONS: Cracks which originate at the relief notches or stringer cut-outs (See Sketch A) which do not exceed 1.5 inches in length and which do not extend above the top edge of Template "T" or below the bottom of Template "B" may be repaired per Instruction 2.b.

- c. If cracks are found to exceed the specified limitations, replace bulkhead assembly with Reinforced Bulkhead Assembly Part No. 45583-16 or 45583-17 before further flight.
3. Reinstall fairings and make appropriate logbook entry of compliance.

MATERIAL REQUIRED: If required by Instruction 2.b., above, one (1) each per aircraft Stabilizer Forward Spar Attachment Bulkhead Reinforcement Kit 764 983.

If required by Instruction 2.c., above, one (1) each per aircraft Bulkhead Assembly Part No. 45583-16 (PA-31T, PA-31T1, PA-31T2) or Part No. 45583-17 (PA-31T3).

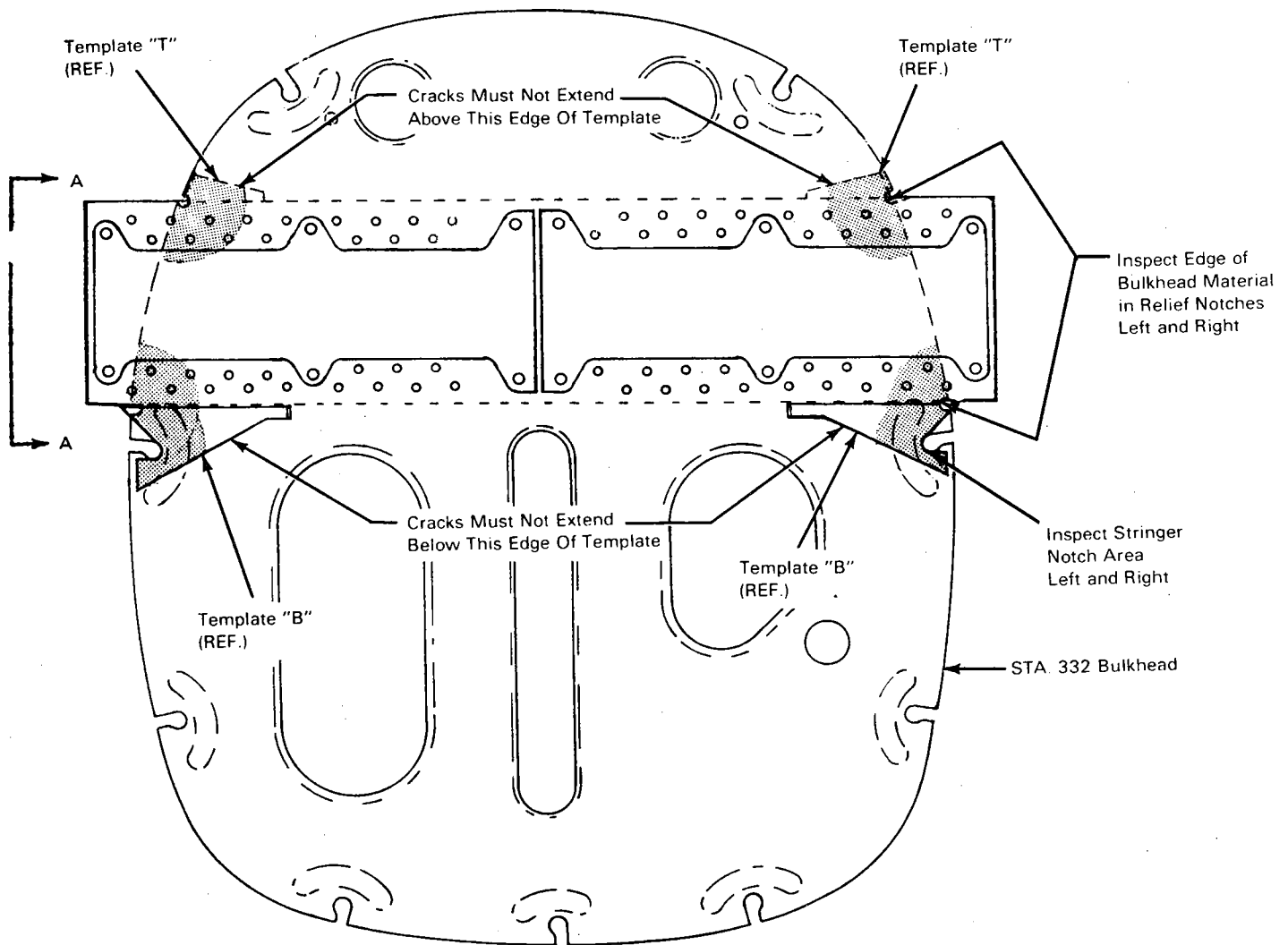
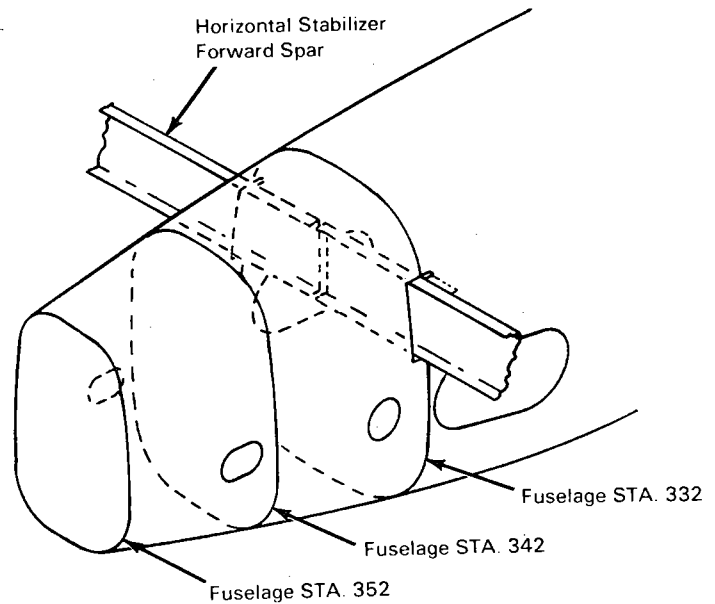
AVAILABILITY OF PARTS: Your Piper Cheyenne Service Center.

EFFECTIVITY DATE: Effective upon receipt.

SUMMARY: Please contact your Piper Cheyenne Service Center to arrange for compliance with this Service Bulletin in accordance with Compliance Time, above.

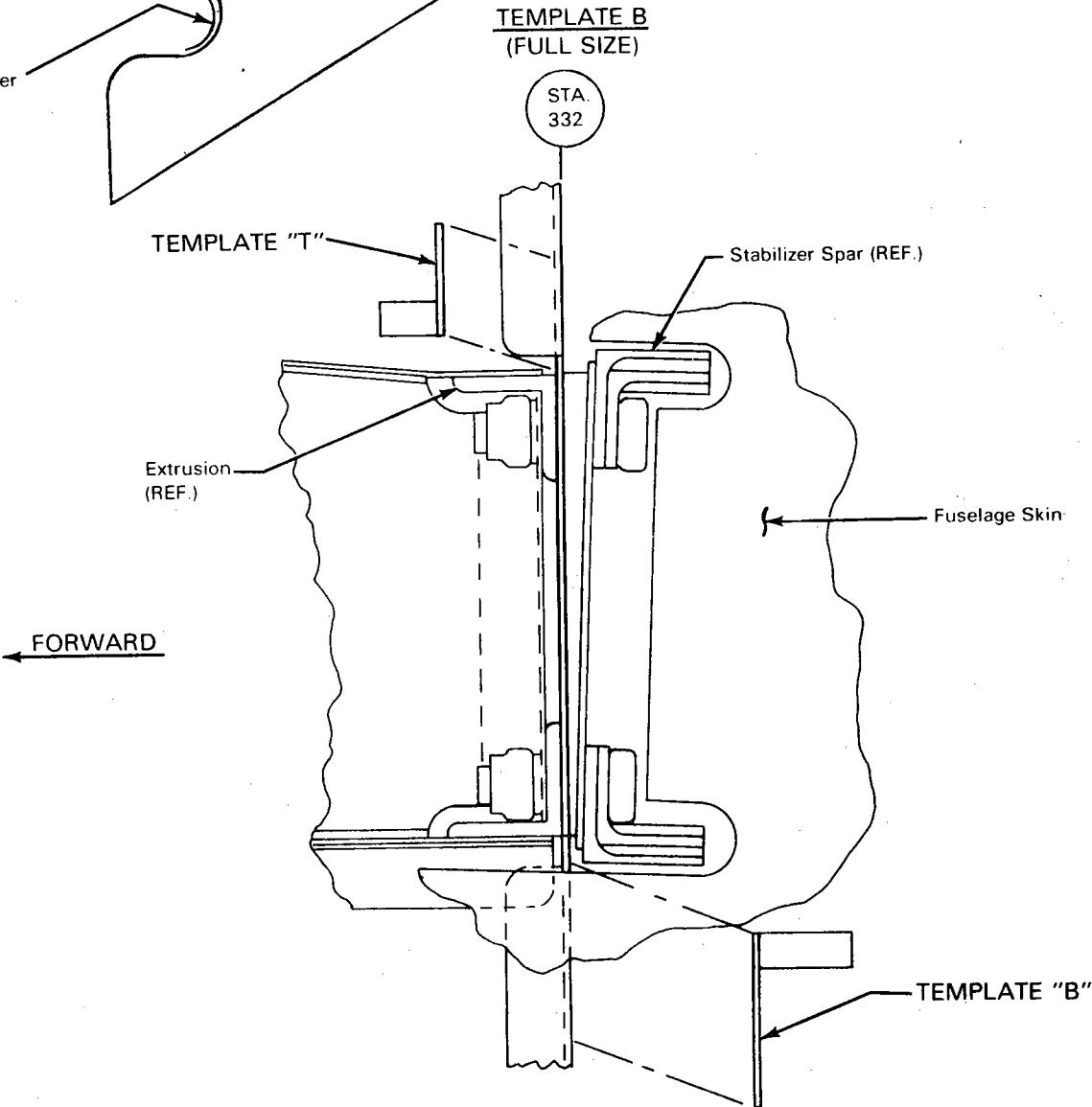
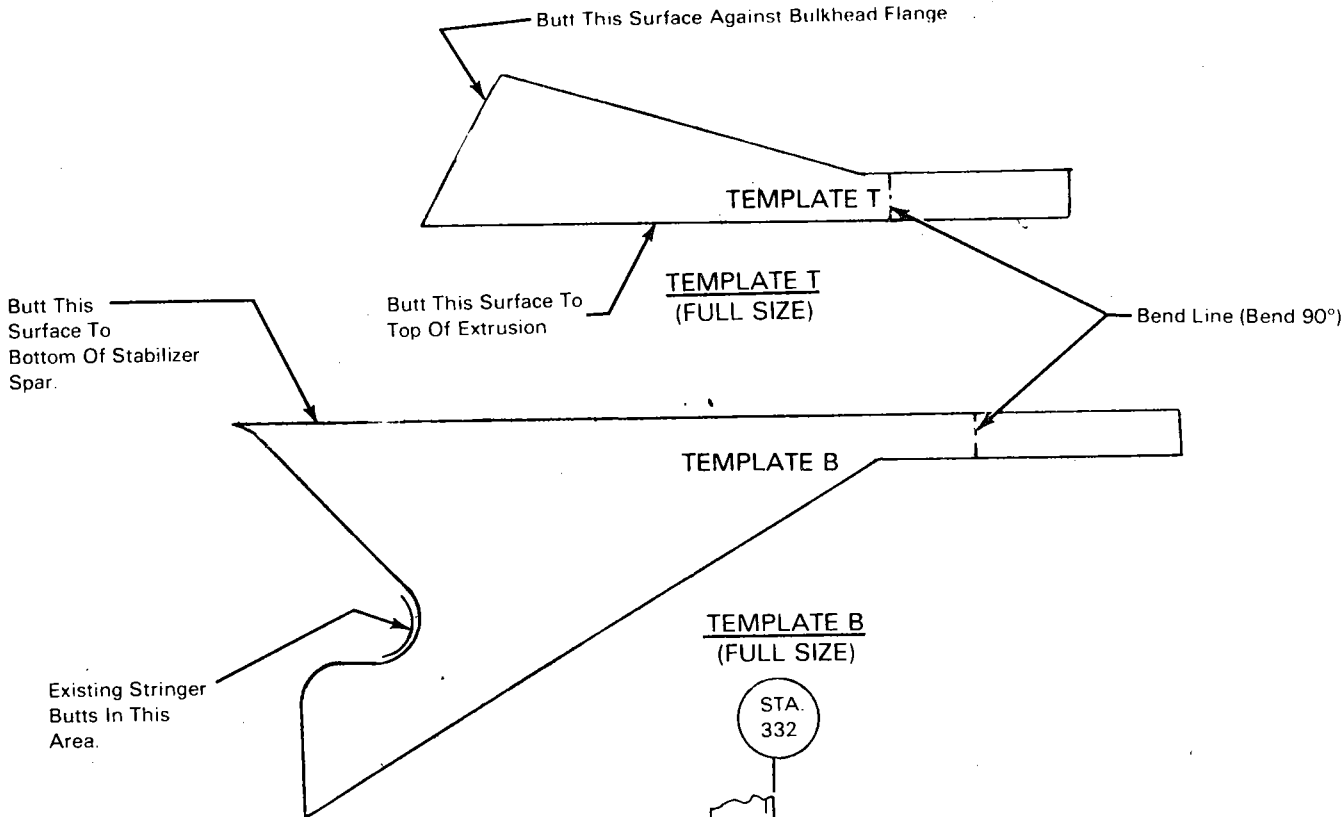
NOTE

Bulkheads With Cracks In Areas Denoted By Shading (See Limitations) May Be Repaired Per Instruction 2b.



REAR VIEW OF BULKHEAD LOOKING FORWARD

(View Of Stabilizer Removed For Clarity)



VIEW A-A  
(Left Side Shown, Right Side Opposite)

SKETCH "B"