



SERVICE LETTER

No. 671

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

"FAA DOA SO-1 Approved"

October 5, 1973

Subject:

Rudder Bar Assembly Inspection and Modification

Models Affected:

PA-28-140 Cherokee
PA-28-150, PA-28-160 and
PA-28-180 Cherokee
PA-28-235 Cherokee
PA-28R-180 Cherokee Arrow
PA-28R-200 Cherokee Arrow
PA-32-260 Cherokee Six
PA-32-300 Cherokee Six
PA-34-200 Seneca

Serial Numbers Affected:

28-20001 to 28-7325073 incl.
28-03, 28-1 to 28-7305081 incl.

28-10001 to 28-7310048 incl.
28R-30002 to 28R-7130013 incl.
28R-35001 to 28R-7335089 incl.
32-03, 32-04, 32-1 to 32-7300011 incl.
32-15, 32-21, 32-40000 to 32-7340054 incl.
34-E4, 34-7250001 to 34-7350129 incl.

Compliance Time:

Initial inspection to be accomplished at the next regularly scheduled inspection interval, and to be repeated within each subsequent 100 hours of operation until the modification (described below) is accomplished (see NOTE in Purpose section, below).

Purpose:

To bring to the attention of field maintenance facilities the necessity of a visual inspection of the rudder bar assembly on the above referenced aircraft to detect evidence of cracks, and to provide material and instructions to fabricate and install reinforcement doublers to the affected area.

Installation of reinforcement doublers is required if cracks are detected and will alleviate the repetitive inspection denoted in Compliance Time, above.

NOTE: Although the repetitive inspection requirements per this Service Letter are alleviated by the installation of the reinforcement doublers, the rudder bar assembly is to be considered as a routine inspection item and inspected in accordance with the standard Piper periodic inspection form.

The attached sketch/instruction sheet illustrates the area to be inspected and contains instructions, dimensions, etc. for fabrication of the reinforcement doublers.

Instructions:

1. Inspect the rudder bar assembly in the area denoted on the attached sketch/instruction sheet for evidence of cracks; use light and mirror. (over)

Instructions: (continued)

2. If cracks are detected, remove rudder bar assembly from the aircraft and proceed with Step No. 4, below.
3. To alleviate the repetitive inspection required in Compliance Time, above, even though no evidence of cracks is detected, proceed with Step No. 4, below.
4. Fabricate two each reinforcement doublers as described on the attached sketch/instruction sheet and install accordingly.
5. Reinstall rudder bar assembly.
6. Make proper log book entry.

Material Required:

Not applicable.

Availability of Parts:

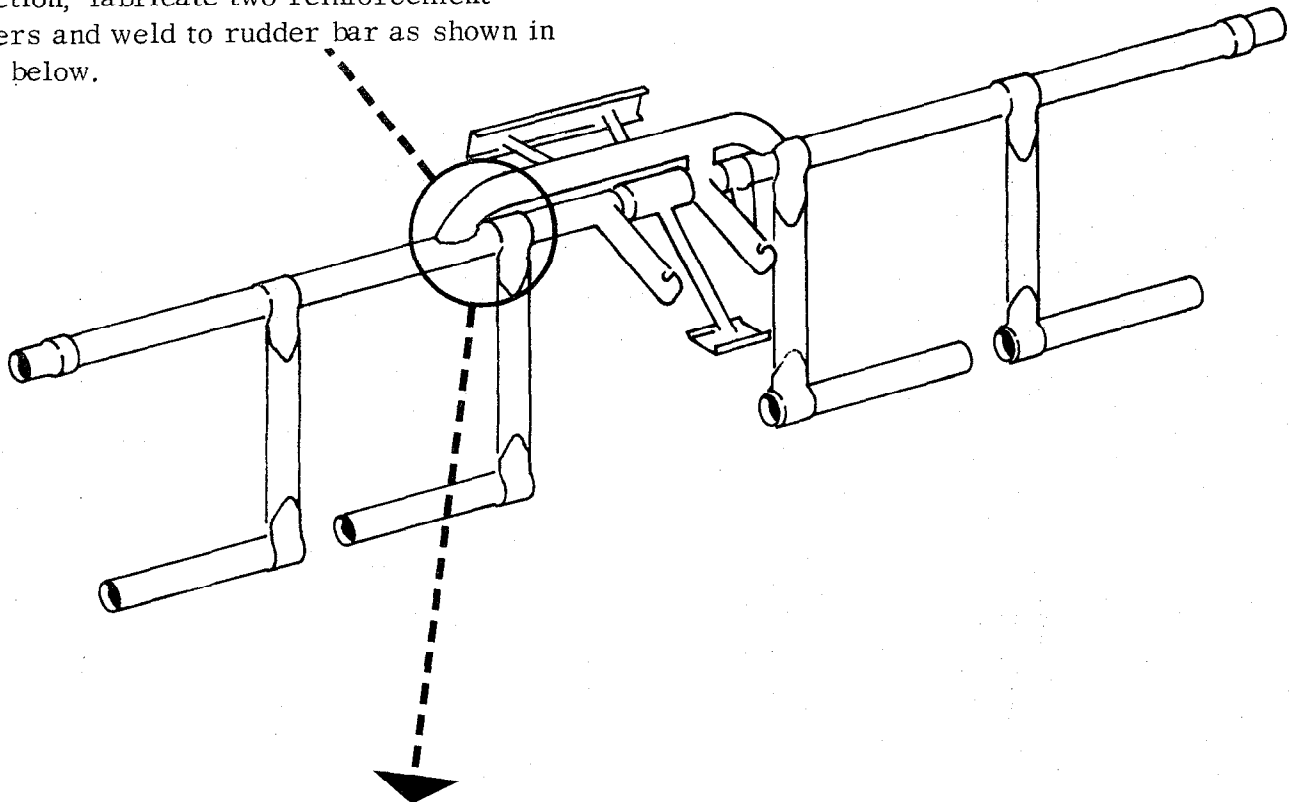
Not applicable.

Effectivity Date:

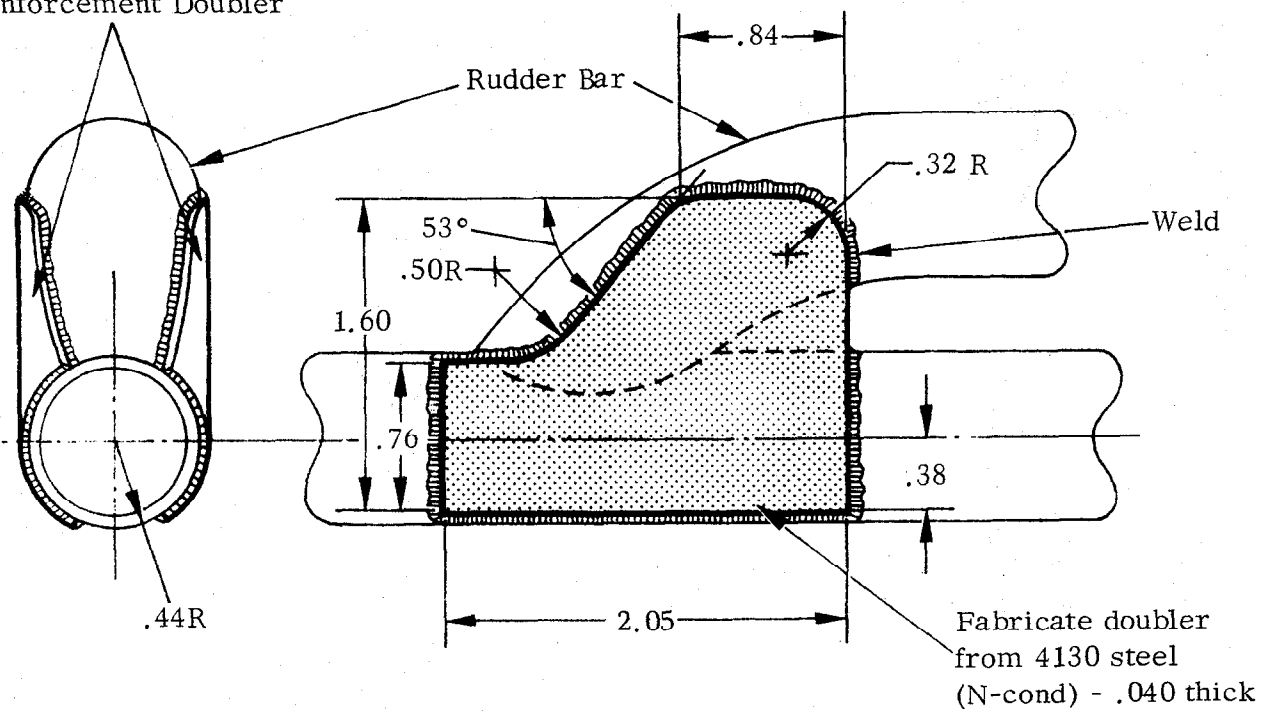
This Service Letter is effective October 15, 1973.

● INSTRUCTIONS

Inspect welded area for evidence of cracks.
If cracks are found, or to alleviate repetitive inspection, fabricate two reinforcement doublers and weld to rudder bar as shown in detail below.



Reinforcement Doubler



REINFORCEMENT DOUBLER DETAIL