



# SERVICE No. 185A BULLETIN

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

September 3, 1963

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**SUBJECT:** Wing Ribs Stations 95 and 110 Located Below the Main Wing Fuel Cell

**TO:** EXPORT DISTRIBUTORS

**MODELS AFFECTED:** PA-23 and PA-23-160 Apache Aircraft of Foreign Registry  
Serial Nos. 23-1 to 23-1883 inclusive

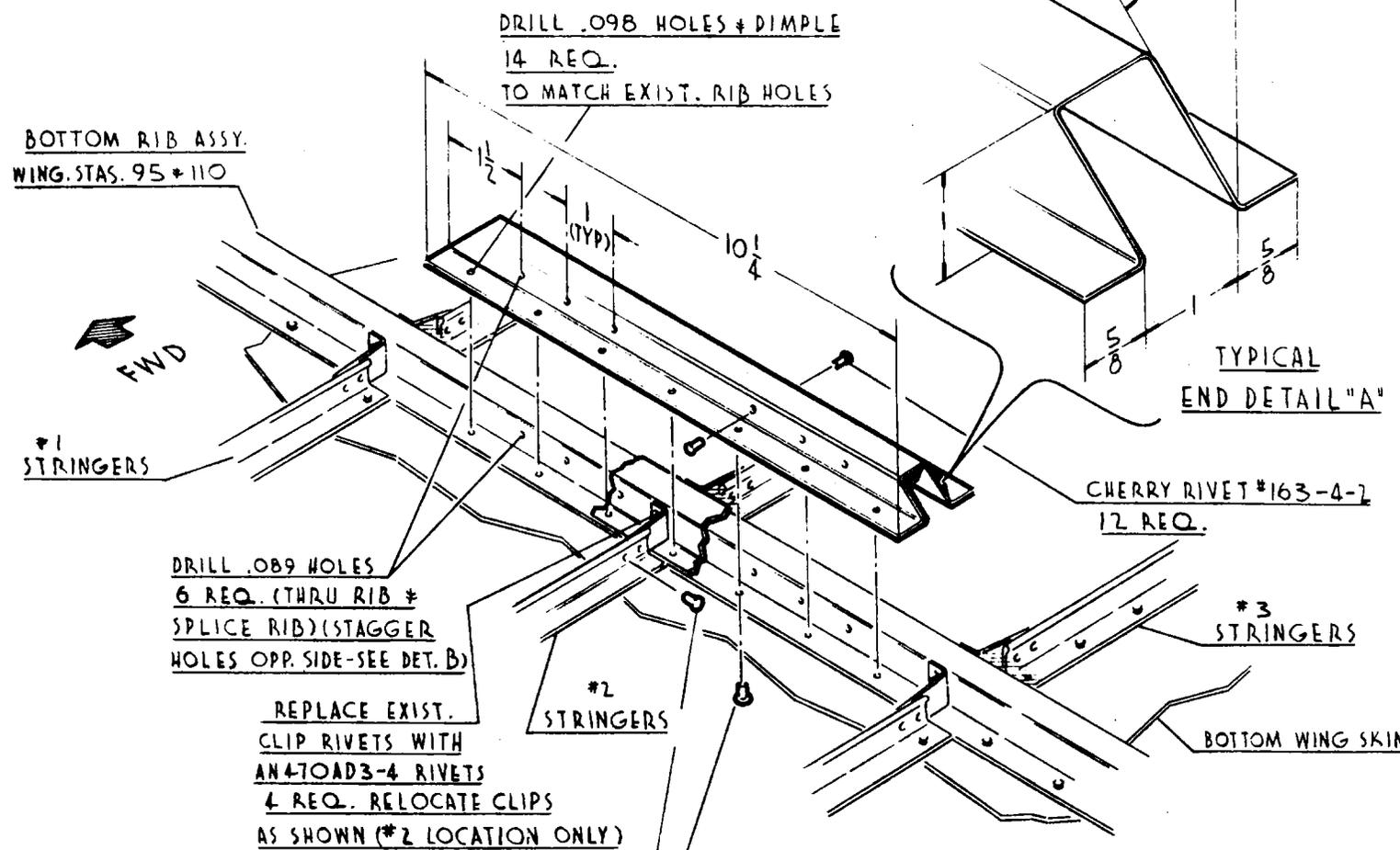
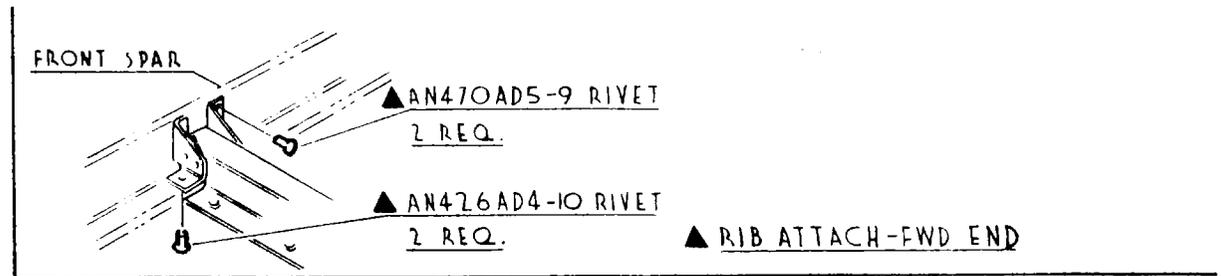
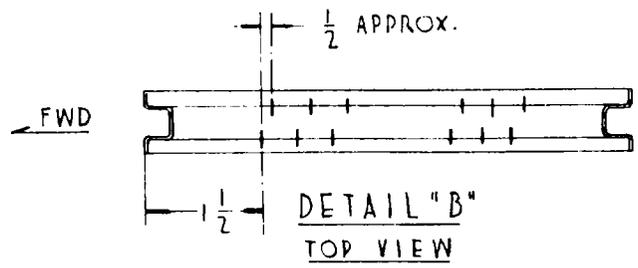
We have received reports from various sources outside the Continental Limits of the United States concerning cracks in the subject wing ribs.

Upon our receipt of these reports, an immediate inspection of several Model PA-23 Apache airplanes which have been in service for quite some time within the Continental Limits of the United States was requested. The results of this inspection from several Apache airplanes with a range of 1400 hours to 2000 hours of operational time revealed no cracks in the subject wing ribs and they were all found to be in excellent condition.

From this inspection, it is felt that the cracking of the main wing fuel cell ribs was due to landings on extreme rough terrain or from continual hard landings. Providing your airplane is operated from extreme rough terrain or unprepared runways or is subjected to continual hard landings due to student training, etc., it is recommended that the subject ribs be inspected every 500 hours and if cracked ribs are discovered they should either be replaced or repaired in accordance with the attached sketch.

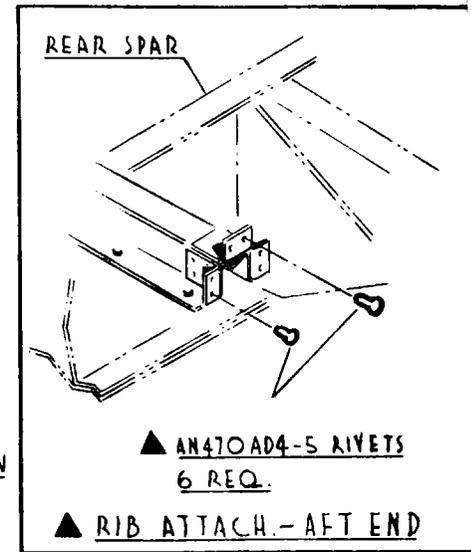
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NOTE -  
FORM PART OF .032  
2024T3 ALUM.  
FLAT PATTERN SIZE - 4 1/4 x 10 1/4

RIVET QUANTITIES GIVEN -  
FOR SINGLE REPAIR OR INST. ONLY



PA-23  
RIB REPAIR  
OR  
▲ RIB INSTALLATION  
BOTTOM WING RIBS  
AT  
MAIN FUEL CELL COMPARTMENT

23185A