



SERVICE *No.* 802 BULLETIN

Piper Aircraft Corporation
Vero Beach, Florida, U.S.A.

PIPER CONSIDERS
COMPLIANCE MANDATORY.

FAA Approved

December 12, 1984

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SUBJECT: Aft Bulkhead (Fuselage Station 332.0)
Inspection

MODELS AFFECTED: SERIAL NUMBERS AFFECTED:

PA-31P Pressurized Navajo 31P-3 through 31P-7730012

COMPLIANCE TIME: Aircraft with one thousand (1,000) hours or more time in service on the subject bulkhead, inspect within the next twenty-five (25) hours of operation and each two hundred (200) hours of operation thereafter.

NOTE: If Reinforcement Kit, Piper Part Number 764-983, is required and installed per Instruction 2.b., below, or if Reinforced Replacement Bulkhead, Piper Part Number 45583-16 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 Number 45583-08) at Fuselage Station 332.0. Left uncorrected, such crack 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 a reinforcement kit to be installed if cracks are found.

INSTRUCTIONS:

1. Gain access to the bulkhead area shown in Sketch A (attached) 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, Piper Part Number 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.

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INSTRUCTIONS: (CONT'D)

- c. If cracks are found to exceed the specified limitations, replace bulkhead assembly with Reinforced Bulkhead Assembly, Piper Part Number 45583-16, 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 Stabilizer Forward Spar Attachment Bulkhead Reinforcement Kit, Piper Part Number 764-983, per aircraft.

If required by Instruction 2.c., above, one (1) each Bulkhead Assembly, Piper Part Number 45583-16, per aircraft.

AVAILABILITY OF PARTS: Your Piper Service Center.

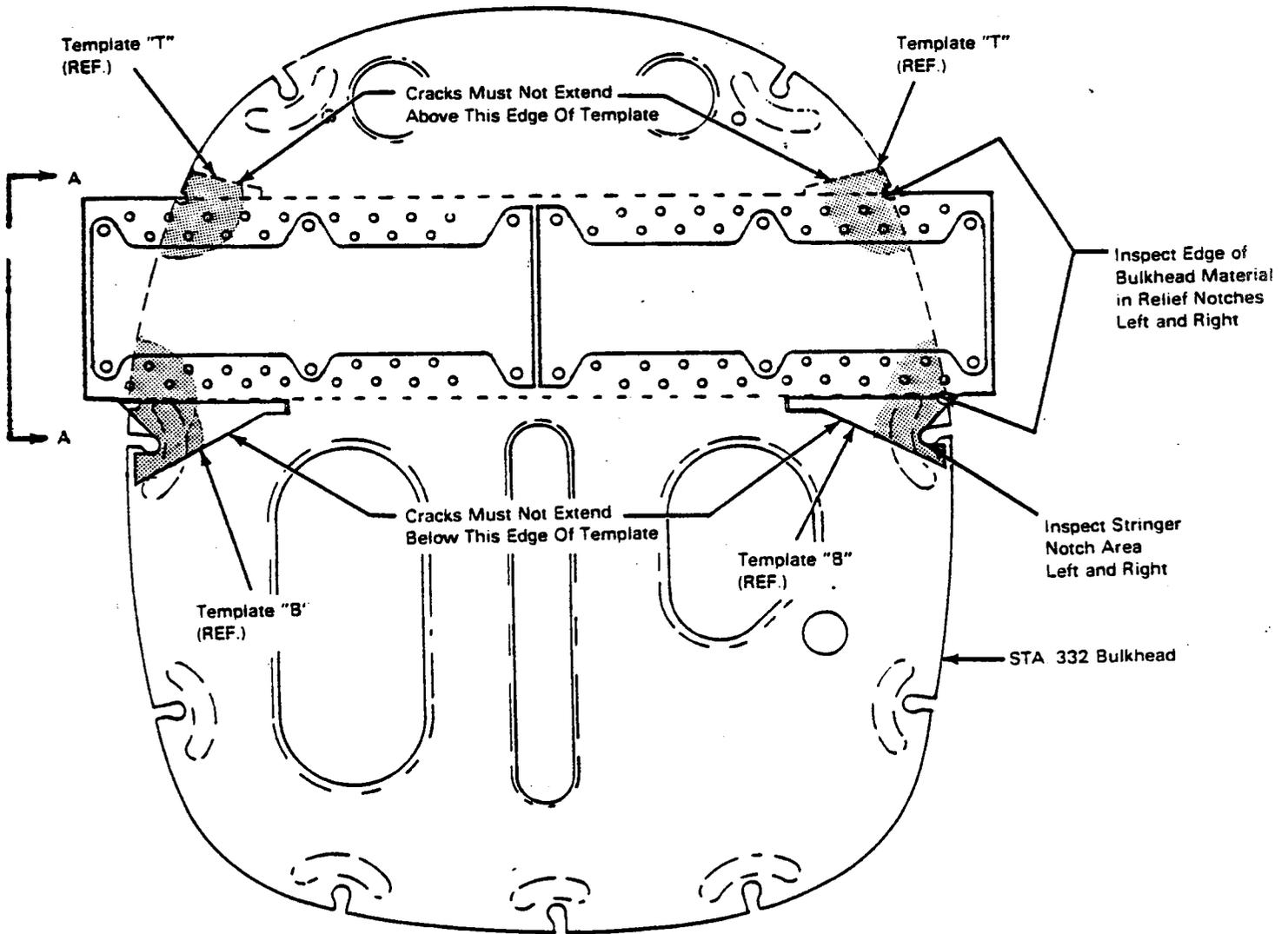
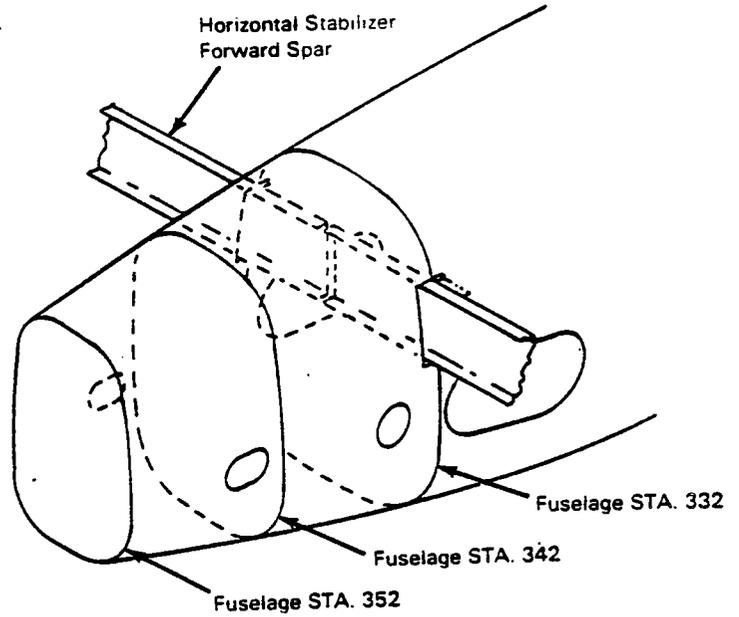
EFFECTIVITY DATE: This Service Bulletin is effective upon receipt.

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

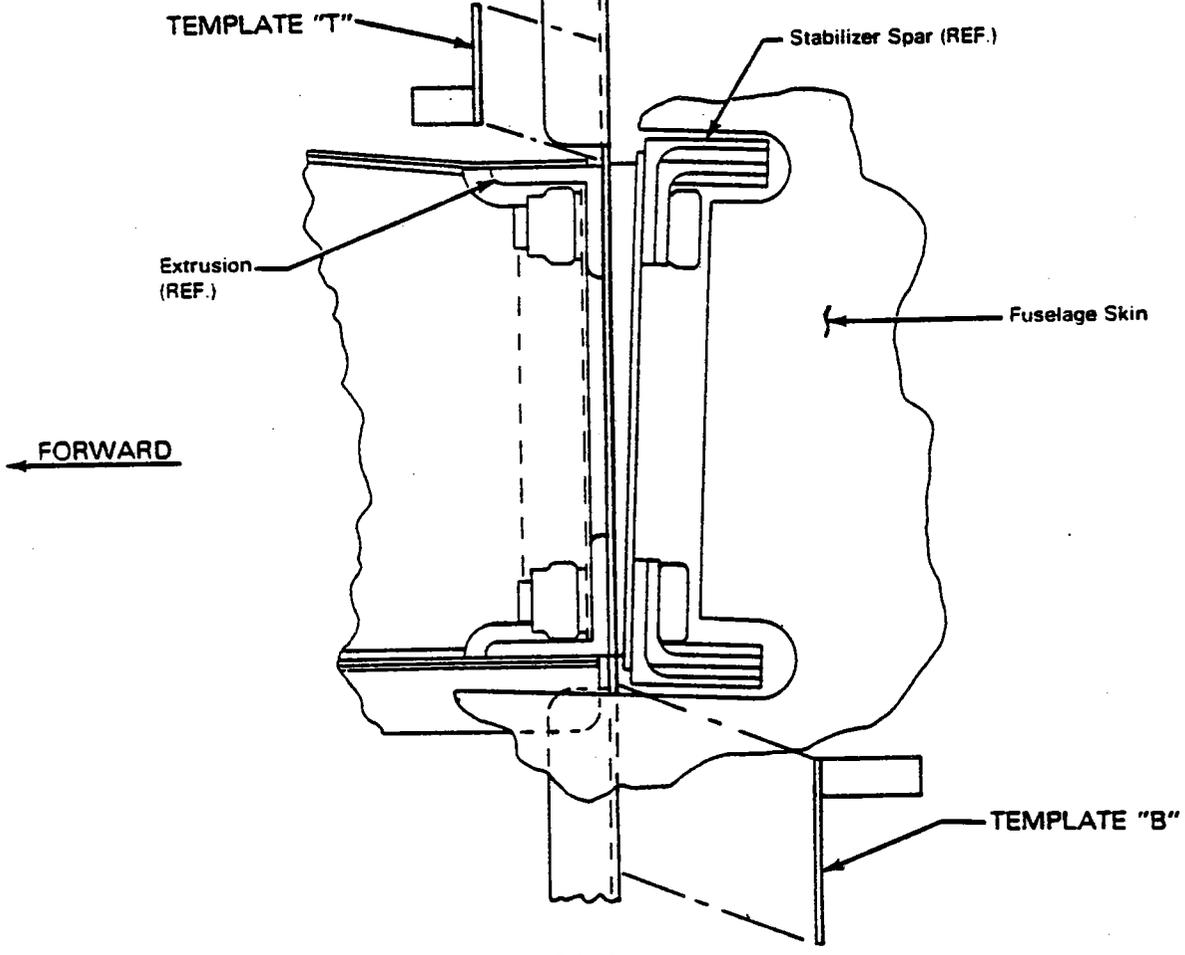
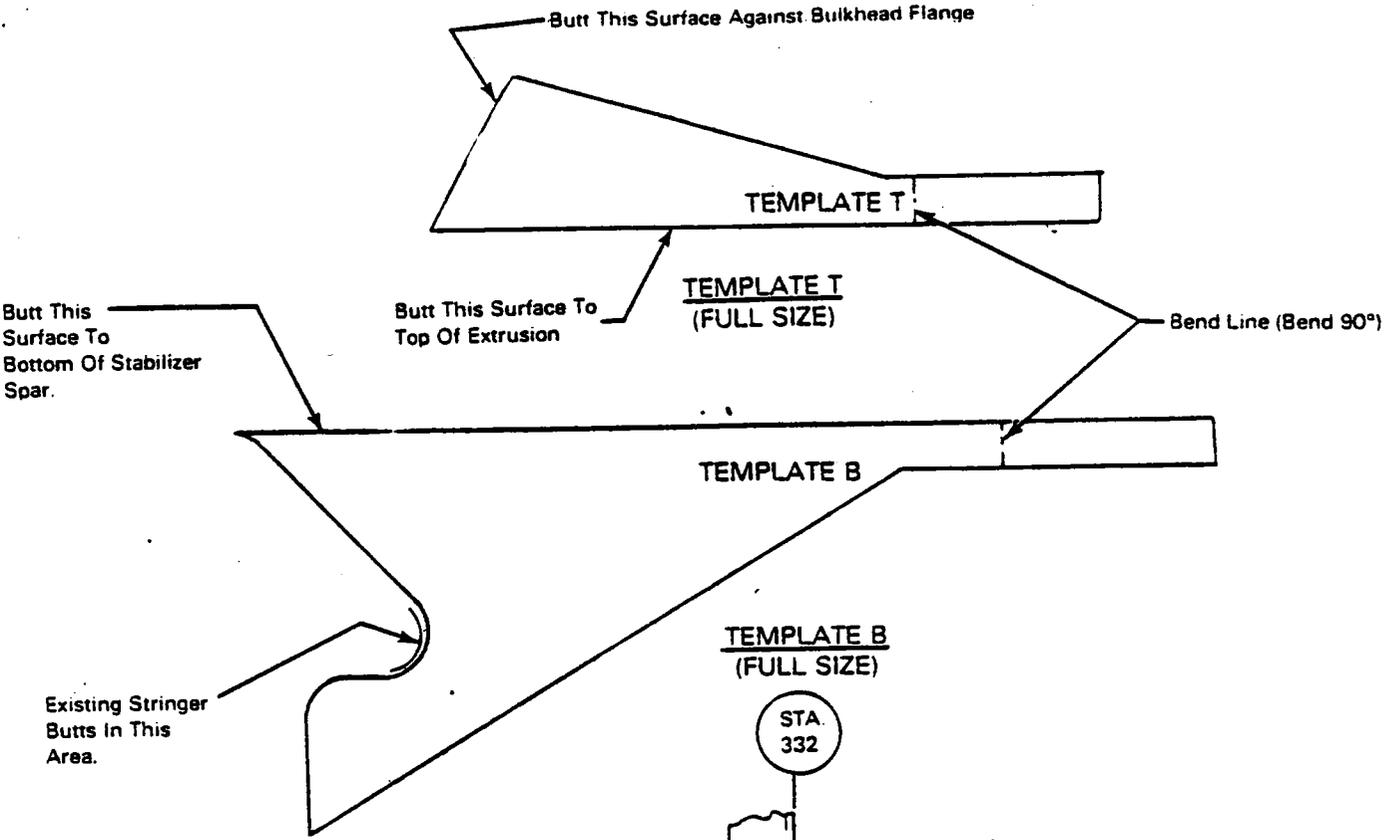
Any applicable Factory Participation will be in effect for a period of time not to exceed 180 days from the date of this Service Release.

If you are no longer in possession of this aircraft, please forward this information to the present owner.

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"