



# SERVICE LETTER

No. 969

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

Modification FAA Approved

July 11, 1984

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SUBJECT:

Wing Tip Ground Strap Installation

MODELS AFFECTED:

PA-31T1 Cheyenne I  
(Note: Only aircraft without  
tip tanks installed  
are affected.)

PA-31T3 T-1040

SERIAL NUMBERS AFFECTED:

31T-7804001, 31T-7804002,  
31T-7804005, 31T-7804006,  
31T-7804007, 31T-7804009,  
31T-7904002, 31T-7904003,  
31T-7904004, 31T-7904006,  
31T-7904008, 31T-7904042  
31T-8275001 through 31T-8275017,  
31T-8275025, and  
31T-8375001 through 31T-8375003,  
and 31T-8375005

COMPLIANCE TIME:

Within the next 100 hours of operation or at the next scheduled maintenance event, whichever occurs first.

PURPOSE:

The wing tip static wick ground path was not provided on the affected aircraft. This Service Release provides instructions to incorporate a ground strap between the wing tip and the wing structure on non tip tank-equipped aircraft. Navigation and communications capability can be impaired under certain atmospheric conditions if static wicks are not properly grounded to the aircraft structure.

INSTRUCTIONS:

1. Remove both wing tips.
2. Reference Sketch A, fabricate and install in each wing tip a 6-inch length of 13/64 I.D. tin plated copper braid ground strap. Clean all paint from around both sides of the tooling hole in wing tip mounting rib, and alodine the bare aluminum prior to attaching the ground strap. Secure the ground strap to the rib using hardware as illustrated.
3. Inside of each wing tip, running chordwise, is a one inch wide copper lightning diverter strap held in place by a covering of glass cloth, approximately seven (7) inches forward of the wing tip trailing edge. Cut through the glass cloth to expose a small area of the diverter strap. Expose enough of the diverter strap to make a soldered connection to the copper braid. (Refer to Sketch A.)
4. Reinstall each wing tip. Make sure the wing tip lightning diverter bonding strap makes good metal to metal contact with the wing structure.
5. Perform a resistance check between the base of the wing tip static discharge wick and the outboard end of the aileron. The resistance should not be more than one (1) ohm.
6. Make logbook entry of compliance with this Service Release.

(over)

ATA: 2360

MATERIAL REQUIRED:

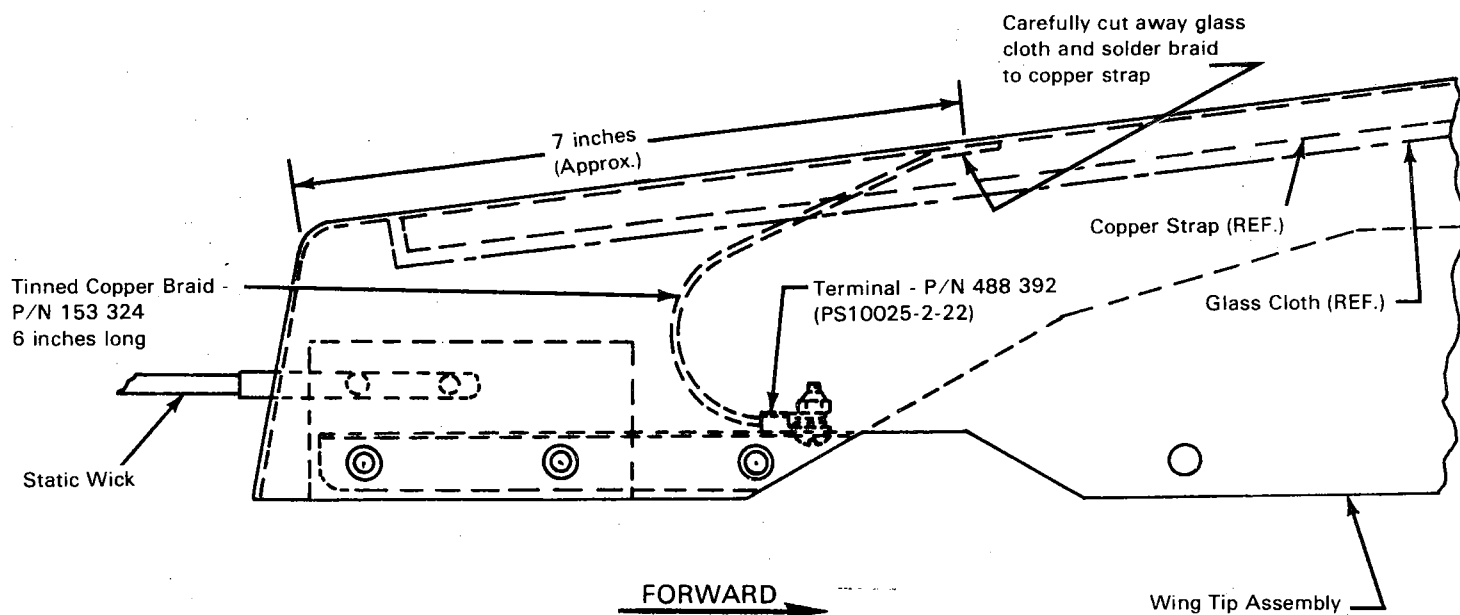
12" Tinned Copper Braid, 13/64 I.D., Part Number 153 324.  
2 each #10 Ring Terminal, for braid. PS 10025-2-22, Part Number 488 392.  
2 each MS35207-261 Screws, Part Number 411 530.  
2 each MS20365-1032C Nuts, Part Number 404 887.  
2 each AN960-10L Washers, Part Number 407 584.  
2 each MS35338-100 Lock Washers, Part Number 407 098.

AVAILABILITY OF PARTS: Your Piper Field Service Facility.

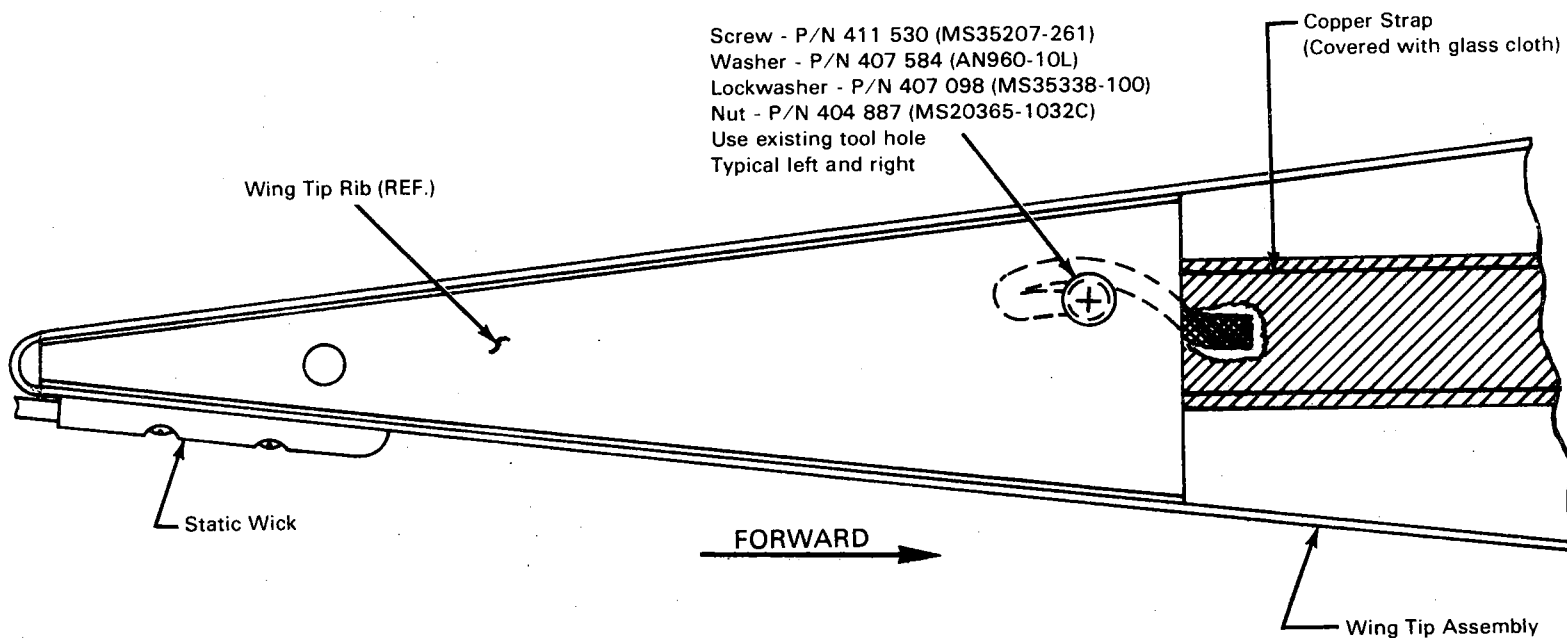
EFFECTIVITY DATE: This Service Release is effective upon receipt.

SUMMARY: Please contact your Piper Field Service Facility to make arrangements for compliance with the provisions of this Service Release in accordance with the Compliance Time.

NOTE: If you are no longer in possession of the affected aircraft, please forward this information to the current owner/operator.



VIEW LOOKING DOWN  
(Left Side Shown, Right Side Opposite)



VIEW LOOKING OUTBOARD  
(Left Side Shown, Right Side Opposite)