

IMMEDIATE ACTION

SERVICE



BULLETIN

NUMBER 77

Rev. Date: 2-18-46

SUBJECT: Seats, Safety Belts, and Control Cables

MODELS AFFECTED: E2, F2, J2, and J3 Cubs

A. SEATS AND SAFETY BELTS.

During the line inspection of your "Cub", it is advisable to inspect the condition of the seat bottom and the braces at the back of the front seat. If the seat bottoms are cracked or badly deformed so that there is a possibility of chafing against the elevator control cables, the damaged bottom cover sheet should be replaced or reinforced by riveting a sheet of aluminum over the cracked or deformed section.

If the braces at the back of the front seat are bowed or kinked, a stiffener consisting of a strip of wood (pine or spruce) approximately 3/8" x 1/2" x 10" should be bolted or clamped into the channel brace, the bolts or clamps to be located at the ends and center of the brace.

The end attachments on the safety belts should be inspected to ascertain that the attachment bolts are in place and drawn up snugly and that no tearing of the belt has occurred at the place where the fibre roller is sewed into the belt. If any damage to the safety belt is discovered, the belt should be replaced immediately.

B. CONTROL SYSTEM.

We wish to bring to your attention the fact that control cables will wear at points where they pass over pulleys or through fairleads. Worn cables will eventually break if they are not replaced with new cables. We, therefore, earnestly request that all cables be carefully inspected at frequent intervals and that worn cables be replaced immediately.

PIPER AIRCRAFT CORPORATION, LOCK HAVEN, PA., U. S. A.

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Points at which wear is most likely to occur:

- (1) Rudder cables at rudder pedal where pilot's foot rubs against cables. (All models).
- (2) Elevator cable at the fairlead at the rear of the rear seat. (Models E2, F2, J2).
- (3) Elevator cable at the roller at the rear of the torque tube. (Models E2, F2, J2).

In connection with item (3), if your plane is not already equipped with a pulley 1-3/4" in diameter at the point where the elevator cable leaves the rear of the torque tube (late E2, F2 and early J2), it will be necessary to secure this pulley and an adapter fitting from your dealer or distributor for installation. We have been asked by the Bureau of Air Commerce to have you contact your local Bureau of Air Commerce inspector on his next itinerary so that he may check this point.

NOTE: This bulletin was formerly Service Bulletin No. 14. Section B of this bulletin supersedes Service Bulletins No. 6 and No. 12.

