

IMMEDIATE ACTION

**SERVICE**



**BULLETIN**

NUMBER 82

January, 1942

Rev. Date: 2-20-46

**SUBJECT:** Safety Wire for Control System Turnbuckles

**MODELS AFFECTED:** A. E2 and J2  
J3 Series to and Including 8177  
J4 Series to and Including 4-1384  
J5 Series to and Including 5-1384

B. All Models

A. Due to a number of reported failures of single strand .032" safety wire, used on control system turnbuckles, the Civil Aeronautics Authority has requested that we issue this bulletin.

As the failure of turnbuckle safetying may result in serious accidents, it is considered necessary to immediately replace the single strand .032" wire, on control system turnbuckles, with a single strand of .040" brass or copper wire.

In case it is necessary to remove the double strand (.032") safety wire, used on turnbuckles in later model airplanes, it is recommended that this also be replaced with a single strand of .040" brass or copper wire.

The above replacement should be covered by an appropriate entry in the aircraft log book.

**NOTE:** This bulletin was formerly Service Bulletin No. 52.

B. A number of reports involving the failure of controls at turnbuckle attachments have been received.

This Service Bulletin is issued at the request of the Civil Aeronautics Administration to recommend replacing the AN3 bolts in clevis and of all turnbuckles with AN23-12 clevis bolts, using an AN960-10 washer under the nut.

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

**NUMBER 82**

Until such time that the AN23-12 clevis bolts and AN960-10 washers can be installed, it will be necessary to check all turnbuckles attachments in the control system every 25 hours for free rotation. The turnbuckles must be free to rotate and if they have become deformed or damaged due to excessive tightening, must be replaced.

Upon compliance with the above request for replacements, the 25 hour inspection of turnbuckle attachments may be discontinued.

**NOTE:** This bulletin was formerly Service Bulletin No. 70.