

IMMEDIATE ACTION

SERVICE



BULLETIN

NUMBER 43

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SUBJECT: Stabilizer Link Tube and Rear Support Bearing Bracket

MODELS AFFECTED: J3, Serial Nos. 2325, 2327, 2339, 2340, 2342, 2344, 2345, 2347, 2349, 2351, 2355 and up to 8018.

J5, Serial Nos. 5-2 to 5-1361 inclusive.

We have received a number of reports of binding in the stabilizer rear support bearing and, as the link tube at the adjustment yoke is of similar construction, there is a possibility that the same difficulty may occur there.

We therefore recommend that these points on your airplane be checked for binding at each line inspection and, if any binding is apparent, the following procedure will be necessary:

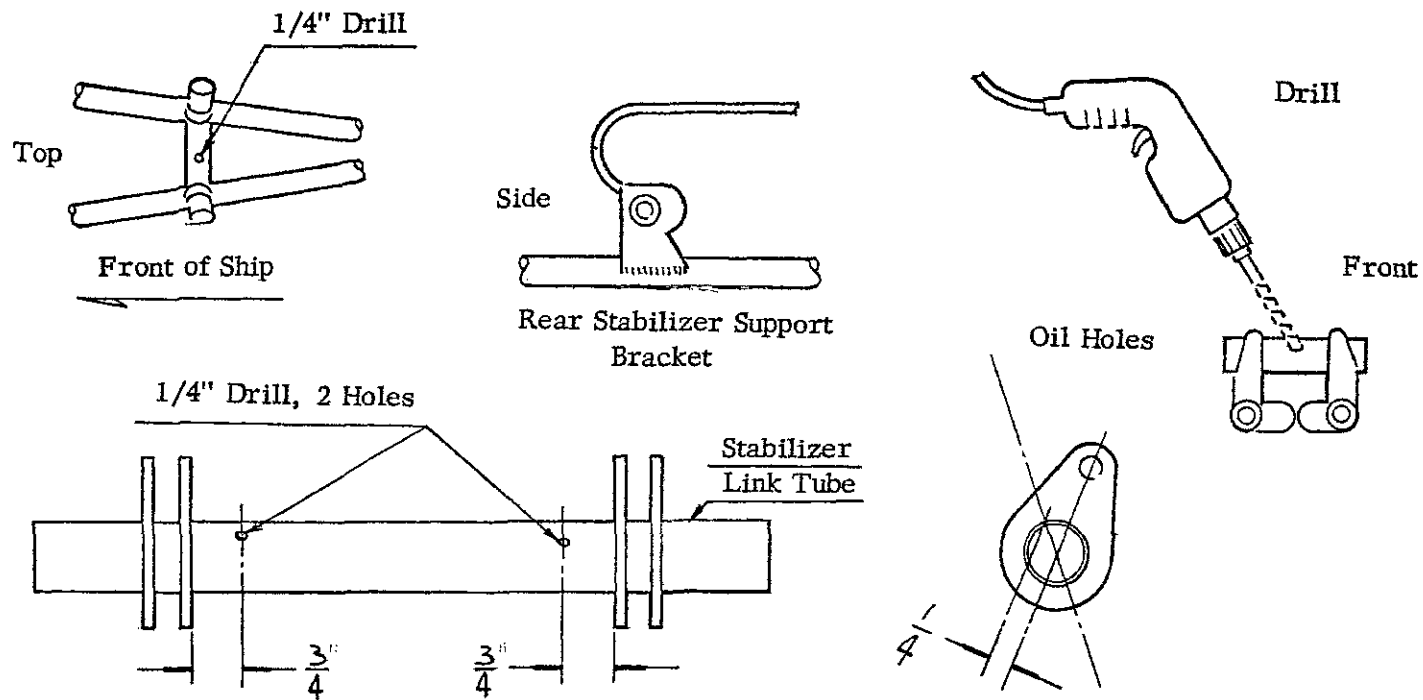
1. The stabilizer attachments must be completely disassembled and the bearing surfaces polished with fine emery cloth to remove any rust or burrs.
2. The stabilizer rear support bearing brackets and the link tube attachment fittings should be carefully inspected for cracks, as binding in these parts will induce high stresses in the attachment fittings.
3. Defective parts should be replaced.
4. Before reassembling the parts, a 1/4" oil hole should be drilled in the top center of the stabilizer rear support bearing tube and also 3/4" inboard of each attachment lug on the link tube as shown on the attached sketch unless such holes are already present.
5. After carefully removing the burrs from the inside of the tubes at the oil holes, the parts should be lubricated with regular chassis grease or heavy oil and reassembled.
6. Several drops of motor oil, at each of the oil holes, if applied at regular inspections, should prevent any subsequent binding.

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

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Any replacement parts necessary may be secured through your local dealer or distributor.

When above alterations or repairs are necessary, an appropriate entry should be made in the aircraft log book.



Instructions for Drilling Oil Holes

If an extension drill is not available to drill the oil hole in the stabilizer rear support bracket, a $\frac{3}{16}$ " hole may be drilled at an angle, as shown and slightly to the rear of the top center if necessary.

An extension drill may be made by brazing a $\frac{1}{4}$ " drill to a length of $\frac{1}{4}$ " cold roll steel rod.