

IMMEDIATE ACTION

SERVICE

NUMBER 56



BULLETIN

February, 1942

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SUBJECT: Wing Aileron Bellcrank Bracket Failures

MODELS AFFECTED: J4 Series and J5 Series

It has been brought to our attention that there have been a few failures of the wing aileron bellcrank brackets of the type installed on the above mentioned airplanes.

These failures are not a result of air loads imposed on the brackets while the airplane is in flight, but are due to parking or staking out the airplane with the tail into the wind without securing the controls, thereby permitting the wind to operate the ailerons causing them to slap against the stops.

Repeated slapping of the ailerons against the stops tends to impose loads upon the brackets far in excess of the loads for which they were designed and they finally break.

It is, therefore, necessary for you to immediately inspect the point of attachment of the aileron bellcrank bracket to the spar at the lift strut fitting, and determine that there are no cracks or evidence of failure of the bracket foot at this point. (See Figure 2).

If, upon inspection, cracks or evidence of failure are found to exist, it will be necessary to replace the bracket with one incorporating a reinforcement. (See Figure 1).

When replacing the present type of bracket with one of the reinforced type, a new center aileron hinge bracket will also be required.

To eliminate the possibility of such failures, it is recommended that these brackets be inspected at each line inspection; and, when your airplane is not in use, that you secure the control stick in a forward central position.

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

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CAUTION: Whatever control lock is used to prevent the movement of the controls when the airplane is not in use should be visible so as to prevent take-off with the controls in a secured position.

NOTE: Many of the more recently manufactured airplanes of these series have the reinforced bellcrank bracket installed. However, regardless of the type of bracket installed in your airplane, it is recommended that the controls be secured when the airplane is not in use.

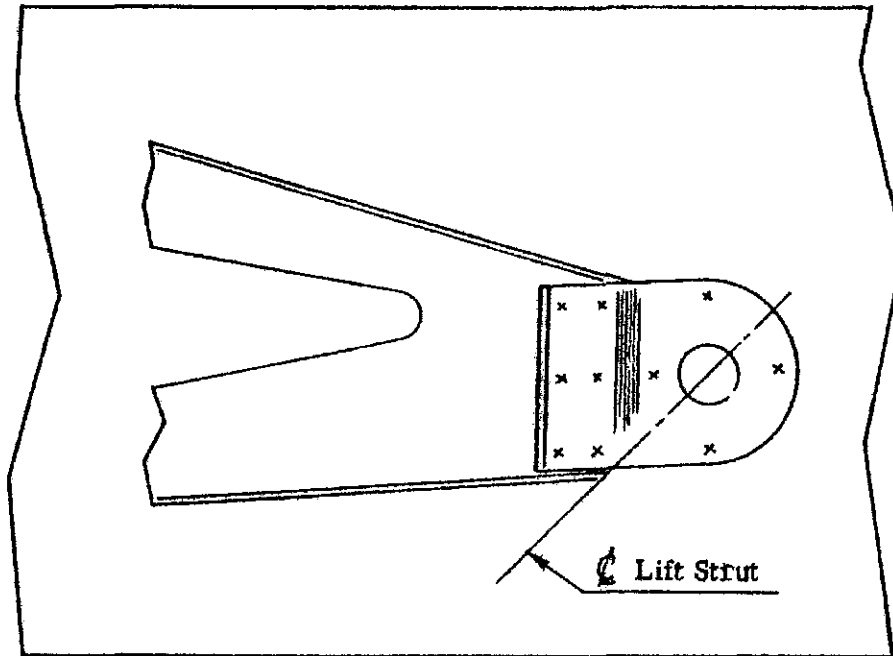


FIGURE 1
REINF. AILERON BELL CRANK BRACKET FOOT

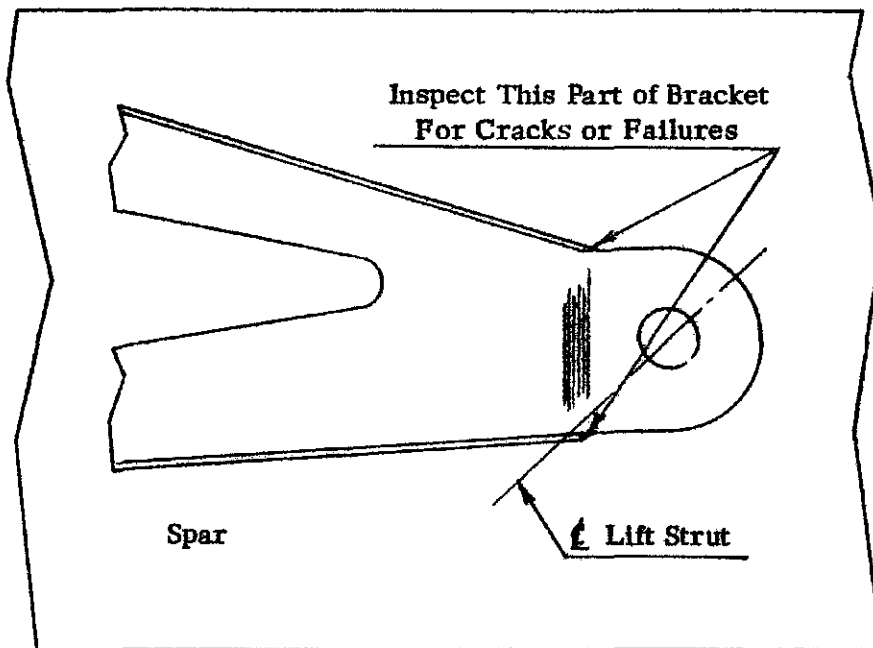


FIGURE 2