

(Special Advisory No.18-2A supersedes and voids Special Advisory No.18-2 dated September 19, 1989)

SUBJECT: Aileron and Flap Hinge  
Bracket Attaching Hardware

REASON FOR REVISION: To revise Serial Numbers  
Affected and to modify the  
Purpose

MODELS AFFECTED: PA-18-150 Super Cub  
SERIAL NUMBERS AFFECTED: 1809002,1809004 through  
1809022

COMPLIANCE TIME: To be complied with at the next regular  
maintenance event but not to exceed (50) fifty hours time in Service.

PURPOSE: It has been determined that the screws securing the  
aileron and flap hinge brackets to the false spar on the trailing edge of  
the wing, could have had a nut installed with excessive torque. Left  
uncorrected, this condition could cause loss of security of one or more  
screws which attach the aileron and flap hinge brackets. This Special  
Advisory provides instructions for inspection and replacement of  
attachment hardware on aircraft as affected above.

APPROVAL: The technical contents of this Special Advisory  
have been approved by the F.A.A..

INSTRUCTIONS: (SEE SKETCH "A")

1. Locate each aileron and flap hinge bracket on left and right wings.
2. Measure approximately four (4) inches forward of the false spar at each hinge bracket on the underside of the wing to locate inspection slits.
3. Cut the inspection slit, spanwise two (2) inches, one inch each side of hinge center line.

NOTE:

Prior to cutting an inspection slit, check the airframe logbook for type of finish, then clean and sand the area per the instructions on Sketch "A", Fig. 1.

4. Looking aft through the slit, inspect the nuts securing the aileron and flap hinge attach bracket to the false spar.
5. If the nuts are all black in color, proceed to step #13.

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6. If any of the nuts are not black in color, proceed to step #7.

NOTE:

It will not be necessary to replace the top bracket screw and nut, regardless of color.

7. Remove flaps and ailerons as necessary to gain access to the affected screws.
8. If the screw is covered with fabric, cut the fabric from around the head. Remove as little fabric from around screw head as possible.
9. Using a #30 drill, locate and drill off the heads of the affected screws.
10. With a magnet positioned through the slit in the fabric and next to the screw and nut being removed, push the remainder of the screw out of the bracket with a scribe. Remove the magnet and discard the screw and nut. Ensure that all debris is removed from this area.
11. Install one (1) each rivet, Piper Part Number 523-121 (NAS1768D-4-2) in each hole where a screw was removed.
12. If it is necessary to remove all four (4) screws in any one bracket, refer to Sketch "A", Fig. 2. Remove screws "A" first and install rivets. Then remove screws "B" and install rivets.
13. Apply fabric patches (use Blue River 7600 Material) to underside of wing and dollar patches (use Piper Part Number 89209-002 Patches) as necessary to the false spar where screws were removed per the instructions on Sketch "A".

NOTE:

Refer to Piper Parts Catalog for refinishing materials as necessary. Parts may be procured locally or through your Piper Field Service Facility.

14. Reinstall ailerons and flaps, if removed, and check rigging.
15. Make an appropriate aircraft logbook entry of compliance with this Special Advisory.

MATERIAL REQUIRED: As required by inspection, up to twenty-four (24) each Rivets, Piper Part Number 523-121 (NAS1768D-4-2), and patching material, as required, per aircraft.

AVAILABILITY OF PARTS: Your Piper Field Service Facility.

EFFECTIVITY: This Special Advisory is effective upon receipt.

SUMMARY: Please contact your Piper Field Service Facility to make arrangements for compliance with this Service Advisory.

Credit is available for material and up to eight (8.0) hours labor, per aircraft. Comply with Product Condition/Compliance Report Procedure. The factory participation remains in effect for a period of time not to exceed one hundred eighty (180) days from the date of this Service Release.

NOTE: If you are no longer in possession of this aircraft, please forward this information to the present Owner/Operator and notify the factory of address/ownership corrections. Changes should include aircraft model, serial number, current owner's name and address.

Corrections/Changes should be directed to:

Piper Aircraft Corporation  
Attn: Customer Services  
P.O. Box 1328  
Vero Beach, Florida

**PATCHING 7600 COVER PANELS**

If the finish coat is Flexi-Gloss, the area must be thoroughly cleaned to remove any waxes, silicones, or contaminants which might be present. Scuff sand. Apply two coats of 7602 Cement in the area sanded around the slit. Allow this to dry completely before activating and applying the patch. Brush a second coat of activator on the patch and wipe off with a paper towel or soft cloth. Allow to dry overnight and then heat tauten the center area over the hole only. Apply filler coat, sand and spray with Flexi-Gloss. If the top coat is not Flexi-Gloss, you must sand down to the filler coat before applying the patch. Refinish with matching final finish.

FIG. 2

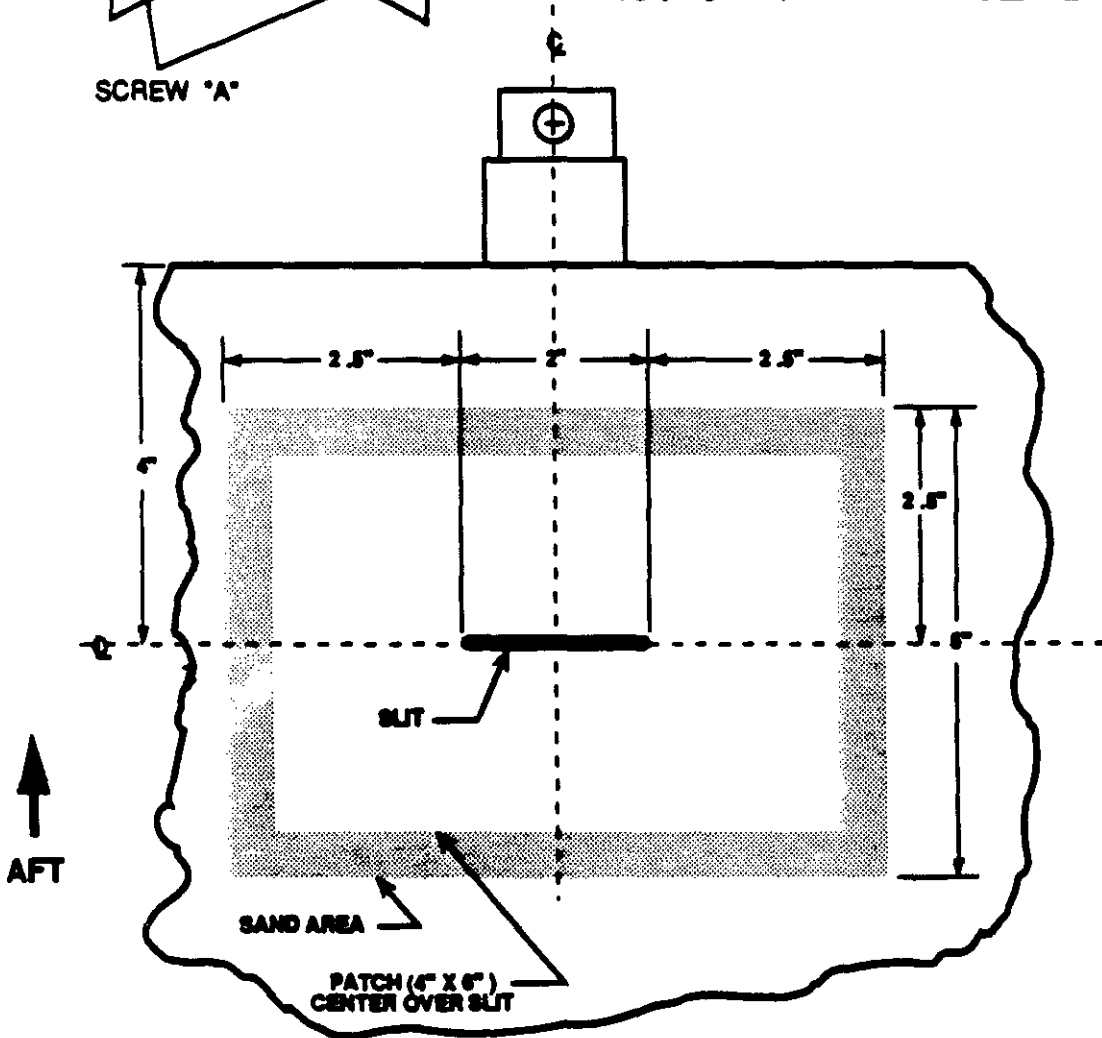
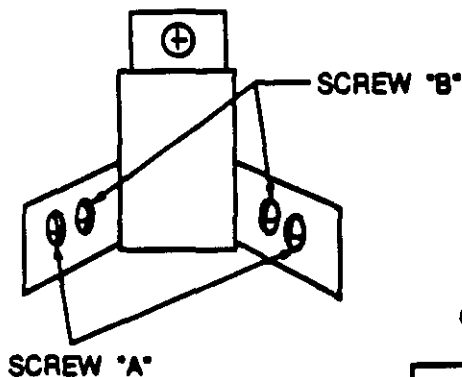


FIG. 1 VIEW OF TRAILING EDGE OF WING  
LOOKING UP

SKETCH A