S.A. 31T-11A

Modification FAA Approved

November 28, 1983

To: All Affected Owners and Operators and Cheyenne Service Administrators (C.S.A.)

Subject: Elevator Control Tube Installation Inspection.

Reason for Revision: Add Elevator Control Tube inspection procedure to Instructions.

Model Affected:	Serial Numbers Affected:
PA-31T3 T-1040	31T-8275001, 31T-8275002, and 31T-8275004 through 31T-8275008.

Compliance Time: Within the next 100 hours of operation or at the next scheduled event, whichever occurs first.

Purpose: It is possible that these affected aircraft can experience a slight interference between the elevator control tube and the trim moulding on the fairlead bracket of the fuselage bulkhead at station 332.0. If left unattended, a possibility exists that an eventual failure of the elevator control tube could occur, resulting in loss of elevator control.

This Service Release provides instructions to inspect the elevator control tube for rubbing or contact with the trim moulding and a method of providing adequate clearance.

Instructions;

1. Remove the tail cone assembly and the access panels from both sides of the fuselage aft of Fuselage Station 317.75.
2. Position the elevator in its midrange travel, and measure the clearance between the elevator control tube and the trim strip on the fairlead bracket at Fuselage Station 332.0. If clearance is greater than .125 inch, proceed to Instruction 10, below. If clearance is less than .125 inch, proceed to Instruction 3, below.
3. If clearance is less than .125 inch, carefully remove the elevator control tube, and using solvent, remove the primer coat from the tube in the area where it approached the trim strip at Station 332.0.
4. Perform a dye penetrant inspection of the area stripped of primer. Replace the elevator control tube prior to further flight if it is found to be cracked, nicked or deeply scratched.

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Instructions: (continued)

5. Reprime the elevator control tube.
6. At the bottom of the throughway in the Station 332.0 bulkhead, position the fairlead support and file the fairlead bracket as shown in the attached Sketch, Section A-A, to assure at least .125 inch clearance from the elevator control tube to the fairlead support bracket after the protective moulding is installed.
7. With fairlead support as shown in Sketch, place a piece of rubber moulding, Piper Part No. 187 537, across the bracket. Reinstall the control tube and insure that the clearance between the tube and the protective moulding does not decrease to less than .125 inch at any point in elevator travel.
8. Using 3M EC 847 adhesive or equivalent, glue the rubber moulding in place as shown in Sketch.
9. Check elevator controls for proper system operation and rigging. (Refer to Service Manual, Section V.)
10. Reinstall all access panels and tailcone assembly.
11. Make appropriate logbook entry of compliance with this Service Release.

Material Required:

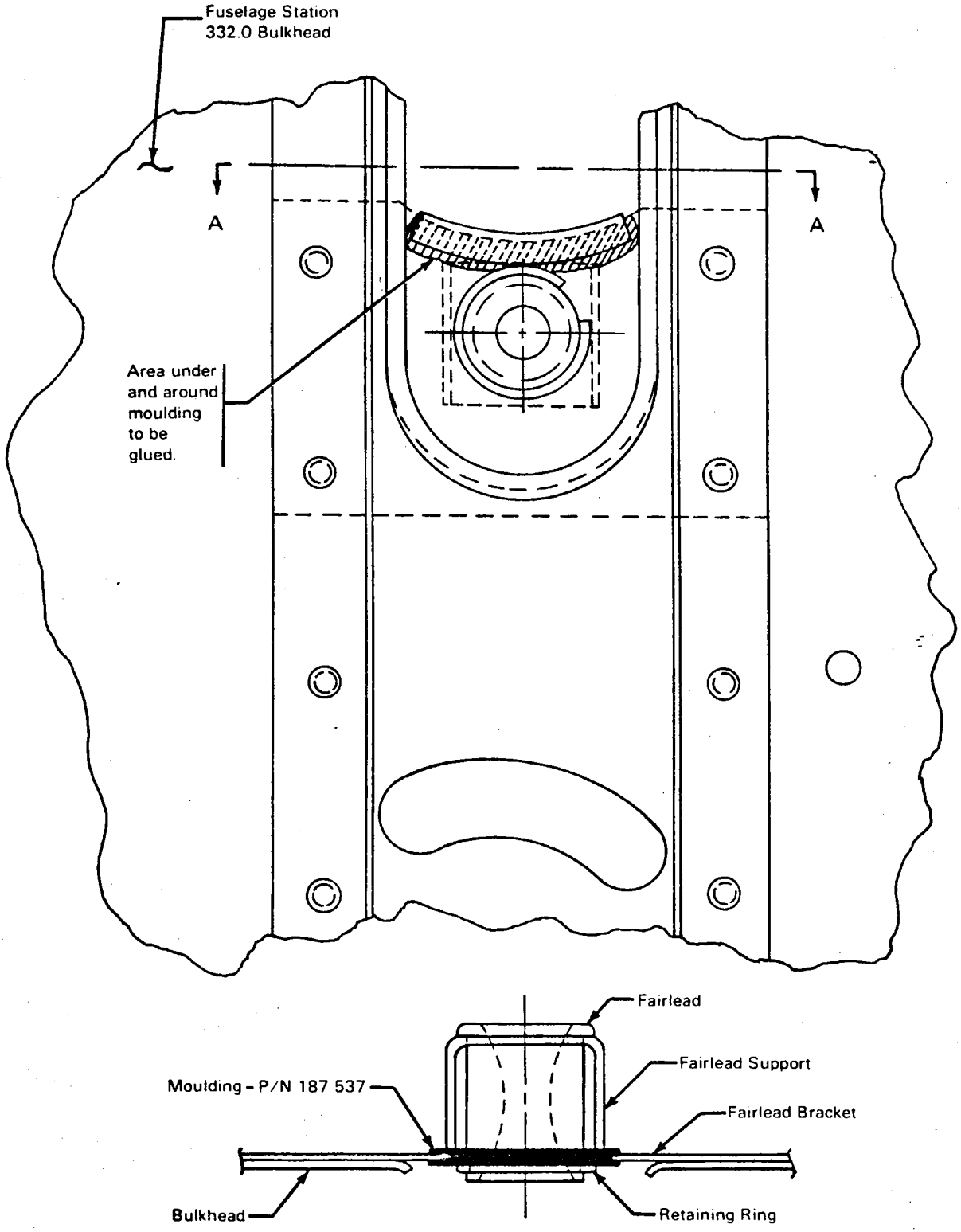
1. Approximately four (4) inches per aircraft of Black Rubber Extrusion Piper Part Number 187 537.
2. If required by Instruction 4, above, only, Elevator Control Tube, Piper Part Number 40847-07.

Availability of Parts: Your authorized Piper Corporate Aircraft Center or Piper Airline Support Center as applicable.

Effectivity Date: This Service Release is effective upon receipt.

Summary; Please contact your Piper Field Service Facility or Airline Support Center as applicable to arrange compliance with this Service Release. Credit is available for material and for up to a total of one and one half (1.5) hours labor for a period of time not to exceed 180 days from the date of this Service Release.

Comply with Product Condition/Compliance Report procedure.



SECTION A-A
SKETCH: BRACKET INSTALLATION