



SERVICE BULLETIN

No. 407

Piper Aircraft Corporation
"FAA DOA EA-1 Approved"

Lock Haven, Pennsylvania, U.S.A.
November 14, 1973

Subject: Inspection of Control Attachment Ball Joint Assemblies

Models Affected:

PA-31 and PA-31-300 Navajo
PA-31-350 Navajo Chieftain
PA-31P Navajo

Serial Numbers Affected:

31-2 and up
31-5001 and up
31P-1 and up

Compliance Time:

Within the next 100 hours of operation or at the next annual inspection, whichever occurs first.

Purpose:

A few reports have been received from the field concerning Piper Part No. 469 142 Ball Joint (used in various configurations on the above referenced aircraft -- see list below). These reports indicated that the ball joint became disengaged from its mating socket.

This service release provides instructions to inspect the Piper Part No. 469 142 ball joint (used in configurations listed below) to insure that the ball joint cannot become disengaged from the mating socket.

PART NO. 469 142 APPLICATION LIST

<u>Aircraft Model</u>	<u>Serial Numbers Affected</u>	<u>System</u>	<u>Attachment Point</u>
PA-31 and PA-31-300	31-2 and up	Throttle Control	Fuel Injector
PA-31 and PA-31-300	31-2 and up	Propeller Pitch Control	Propeller Governor
PA-31	31-749 and up	Fuel Selector Valve Control Rod	Fuel Shut-Off Valve
PA-31 and PA-31-300	31-2 and up	Flap Actuating	Flap Position and Limit Switch Actuator
PA-31-350	31-5001 and up	Throttle Control	Fuel Injector
PA-31-350	31-5001 and up	Propeller Pitch Control	Propeller Governor
PA-31-350	31-5001 and up	Flap Actuating	Flap Position and Limit Switch Actuator
PA-31P	31P-1 and up	Throttle Control	Fuel Injector
PA-31P	31P-1 and up	Propeller Pitch Control	Propeller Governor
PA-31P	31P-1 and up	Flap Control	Control Extension Arm Flap Position/Limit Switch Actuator

(over)

Purpose: (continued)

Please refer to the respective aircraft model parts catalog for an illustrated location of the above referenced Part No 469 142 ball joint.

Instructions:

1. Gain access to ball joints -- location specified above.
2. Firmly grasp the ball joint in one hand and the socket assembly in the other hand.
3. Determine whether the ball joint can become disengaged from the socket by exerting a firm pull (away from the socket) on the ball joint.
4. If the ball joint becomes disengaged from the socket, replace the Part No. 469 142 ball joint assembly (which consists of both ball and mating socket).
5. If the ball joint cannot be pulled from the socket, no further action is required.
6. Make appropriate log book entry.

Material Required:

Ball Joint Assemblies, Piper Part No. 469 142, as required per Instructions No. 4, above, at suggested unit retail price \$.80C.

Availability of Parts:

Your Piper Dealer.

Effectivity Date:

This Service Bulletin is effective November 26, 1973.

Summary:

Please contact your Piper Dealer to make arrangements for compliance with the provisions of this service release in accordance with Compliance Time, above. Time required for this inspection is minimal when accomplished during a regularly scheduled inspection.

A Service Publication Compliance form is enclosed with each copy of this service release mailed to owners of record; subsequent to compliance, owners/operators are to fill out the enclosed form per instructions on the reverse side of the form (bottom copy) and leave the form with the Piper Dealer performing the modification.

BULLETIN SUPPLEMENT - PROCEDURAL OPERATING INFORMATION

Material Allowance: Not applicable.

Labor Allowance: Not applicable.

Disposition of Parts in Stock:

<u>Part Number</u>	<u>Nomenclature</u>	<u>Code</u>
469 142	Ball Joint	Check in accordance with <u>Instructions</u> ; destroy non-serviceable Ball Joints.

Disposition of Replaced Parts: Ball Joints removed from aircraft as non-serviceable per Instructions; Code "C".