



The New Piper Aircraft, Inc.
 2926 Piper Drive
 Vero Beach, Florida, U.S.A. 32960

SERVICE No. 1122 BULLETIN

**PIPER CONSIDERS
 COMPLIANCE MANDATORY**

Date: March 7, 2003 (S)

SUBJECT: WING RIB INSPECTION(S)

MODELS AFFECTED: **SERIAL NUMBERS AFFECTED:**

Part I

PA-28-161 Warrior PA-28-181 Archer PA-28R-201 Arrow	2842122 through 2842169, & 2842172 2843451 through 2843512 & 2843519 through 2843536 2844040 through 2844076, 2844078 through 2844083 & 2844086
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Part II (Only if replacement ribs have been installed since 05/14/2001.)

PA-28-151 Warrior PA-28-161 Warrior PA-28-181 Archer PA-28-201T Turbo Dakota PA-28-236 Dakota PA-28R-201 Arrow III PA-28R-201T Turbo Arrow III PA-28RT-201 Arrow IV PA-28RT-201T Turbo Arrow IV	28-7615001 through 28-7715314 28-7716002 through 2842121 28-7690001 through 2843450 28-7921001 through 28-7921095 28-7911001 through 2811050 28R-7737002 through 2844039 28R-7703002 through 2803012 28R-7918001 through 28R-8218026 28R-7931001 through 2831038
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COMPLIANCE TIME: To coincide with next regularly scheduled maintenance event, but not to exceed the next one hundred (100) hours time in service.

APPROVAL: The repair as specified in the instructions section of this Service Bulletin has been shown to comply with the applicable Federal Aviation Regulations and is FAA approved.

PURPOSE: A report has been received of a crack that may have been created during the manufacturing forming process at the edge of the forward stiffening bead in the Intermediate right hand Rib 35617-001, Sta. 123.15 that is located aft of the main spar. See Figure 1 showing the rib and cracked bead that was included in the report.

If not repaired, the crack could propagate to a point that could compromise the structural integrity of the rib.

(OVER)
 ATA: 5712

INSTRUCTIONS:

NOTE: The reinforcement bead was a recent addition to the rib, (R.H.35617-001 and L.H. 35617-000 ribs) therefore this bulletin only applies to those ribs which were manufactured after May 14, 2001.

1. Gain access to inspect the subject ribs through an access opening in the lower skin that is located between Sta. 106.19 and Sta. 123.15 ribs, aft of the main spar, in each wing. See Figure 2.
2. Visually inspect the forward bead in both Wing Station 123.15 ribs for cracks. See Figure 1.
3. If the beads are not cracked or the ribs were manufactured prior to 05/14/01 without the forward bead, then no further action is required. Reinstall the access plates and make the appropriate Log Book entry.
4. If cracks are found at the edge of the bead as shown in Figure 1, repair as follows:
 - a. Stop drill the ends of the crack with #50 (0.070) drill.
 - b. Place the P/N 104721-002 Reinforcement Doubler (same doubler can be used on either the right or left hand rib) on the top of the cracked bead.
 - c. Use masking tape or similar device to keep the repair doubler centered on the bead during Step d.
 - d. Open one of the top, aft predrilled holes in the repair doubler through the rib web to .143/.146 diameter and install a cleco.
 - e. Repeat Step d. for one of the bottom forward predrilled holes in the repair doubler.
 - f. With the clecos installed, open the remaining predrilled holes in the repair doubler, thru the web to .143/.146 diameter and install CR3243-4-01 CherryMax rivets (P/N 522-906).

NOTE: Debur all holes before installation of rivets.

- g. Remove the clecos and install the remaining rivets.
- h. Reinstall the access plates and make appropriate Log Book entry.

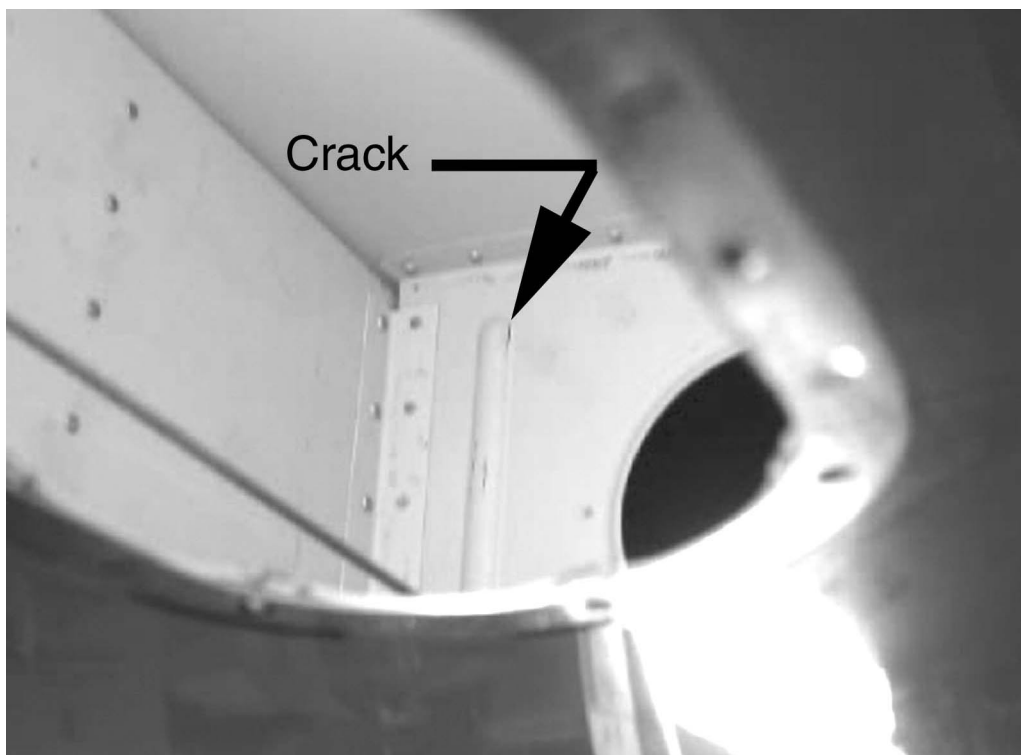


Figure 1

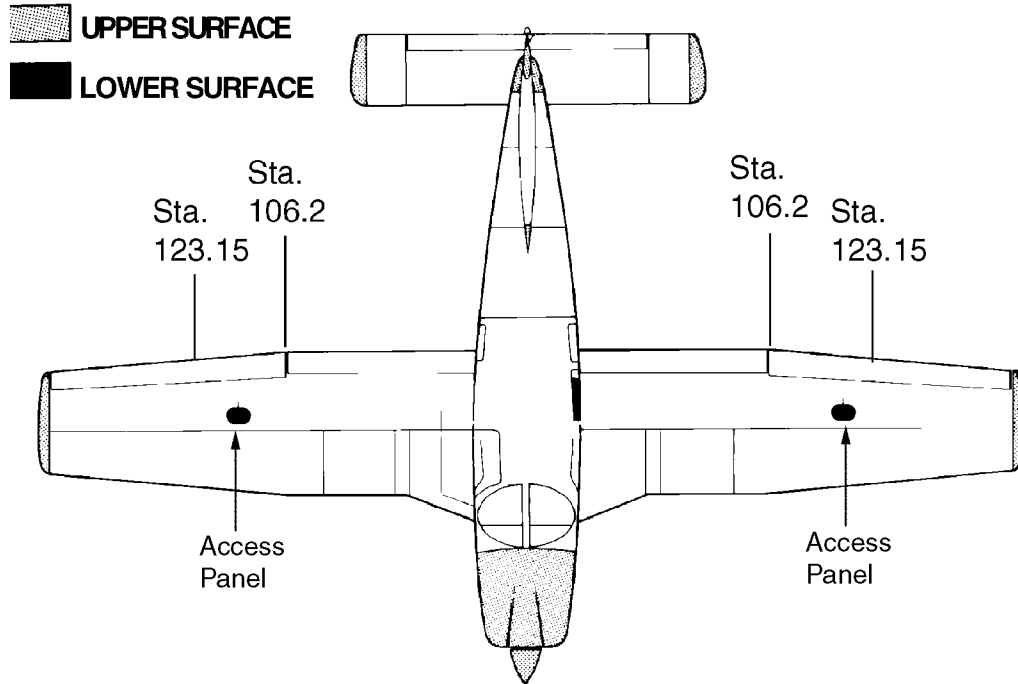


Figure 2

MATERIAL REQUIRED: One (1) each, Reinforcement Doubler per wing, Piper part number 104721-002 and twelve (12) each, CherryMax Blind Rivets, Piper part number 522-906, for each rib requiring repair.

AVAILABILITY OF PARTS: Your Piper Field Service Facility.

EFFECTIVITY DATE: This Service Bulletin is effective upon receipt.

SUMMARY: Applicable Factory Participation is limited to new aircraft in warranty at the time of compliance. Factory Participation will remain in effect for a period of time not to exceed 180 days from the date of this Service Bulletin.

Please contact your Factory Authorized Piper Service Facility to make arrangements for compliance with this Service Bulletin in accordance with the compliance time indicated.

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:

THE NEW PIPER AIRCRAFT, INC.
Attn: Customer care
2926 Piper Drive
Vero Beach, FL 32960