



# SERVICE BULLETIN

No. 604A

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

Modification FAA/DOA EA-1 Approved

FAA/DOA SO-2 Approved

June 8, 1979

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(Service Bulletin No. 604A supersedes and cancels Service Bulletin No. 604, Dated June 9, 1978).

Subject:

PART I: Forward Baggage Door Locking System Modification

PART II: Forward Baggage Door Lock Arm Assembly Inspection

Reason for Revision:

To revise serial numbers, to add kit information, and to add PART II.

PART I

Subject:

Forward Baggage Door Locking System Modification

Models Affected:

PA-23-250 (Six Place) Aztec  
PA-31, PA-31-300,  
PA-31-325 Navajo  
PA-31-340 Chieftain  
PA-31P Pressurized Navajo  
PA-31T Cheyenne/Cheyenne II  
PA-31T1 Cheyenne I

Serial Numbers Affected:

27-2000 through 27-7954032  
31-1 through 31-7912032  
31-5001 through 31-7952053  
31P-1 through 31P-7730012  
31T-7400002 through 31T-7920028  
31T-7804001 through 31T-7904009

Compliance Time:

Within the next one hundred (100) hours of operation or at the next regularly scheduled inspection, whichever occurs first.

Purpose:

The forward, or nose, baggage door locking system on the above referenced aircraft is similar among the different models, and is a **simple**, effective method of securing the forward baggage door. However, it is possible to close the door and turn the lock to the locked position without the lock tang actually engaging the door handle. As a result, the door would not be properly secured and could possibly come open in flight; this could adversely affect the flight characteristics of the airplane.

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Purpose: (continued)

PART I of this Service Release announces the availability of field installation kits containing material and instructions to modify the forward (nose) baggage door locking system to prevent removal of the baggage door key until the door is properly secured. Lock engagement tolerance data is included with the kit instructions for subsequent inspection purposes.

NOTE:

Aircraft that have previously complied with Service Bulletin No. 604 are not exempt from the provisions of Service Bulletin No. 604A.

Instructions:

Instructions are included in the appropriate kit listed in Material Required, below.

Material Required:

1. One (1) each per aircraft Piper Part Number 763 923, Forward Baggage Door Handle Bracket Replacement Kit, at a suggested list price of \$4.04 A each:
    - a. For all PA-23-250 (6 Place), PA-31, PA-31-300, PA-31-325, PA-31-350, PA-31P, PA-31T and PA-31T1 aircraft listed in Serial Numbers Affected, above, if Piper Part Number 763 853, Forward Baggage Door Locking System Modification Kit, has been installed.
    - b. For the following aircraft that were not listed in Service Bulletin No. 604, dated June 9, 1978:
      - PA-23-250 (6 Place) with Serial Numbers 27-7854118 through 27-7954032
      - PA-31/PA-31-325 with Serial Numbers 31-7812107 through 31-7912032
      - PA-31-350 with Serial Numbers 31-7852130 through 31-7952053
      - PA-31T with Serial Numbers 31T-7820078 through 31T-7920028
      - PA-31T1 with Serial Numbers 31T-7804001 through 31T-7904009
  2. One (1) each per aircraft, Piper Part Number 763 922, Forward Baggage Door Locking System Modification Kit, at a suggested list price of \$4.90 A each for the following aircraft if Piper Part Number 763 853, Forward Baggage Door Locking System Modification Kit, has not been installed:
    - a. PA-23-250 (6 Place) with Serial Numbers 27-2000 through 27-7854117
    - PA-31, PA-31-300, PA-31-325 with Serial Numbers 31-1 through 31-7812106
    - PA-31-350 with Serial Numbers 31-5001 through 31-7852129
    - PA-31P with Serial Numbers 31P-1 through 31P-7730012
    - PA-31T with Serial Numbers 31T-7400002 through 31T-7820077
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## PART II

Subject: Forward Baggage Door Lock Arm  
Assembly Inspection

|                             |                                 |
|-----------------------------|---------------------------------|
| <u>Models Affected:</u>     | <u>Serial Numbers Affected:</u> |
| PA-23-250 (6 Place) Aztec   | 27-2000 through 27-7954051      |
| PA-31, PA-31-300,           |                                 |
| PA-31-325 Navajo            | 31-1 through 31-7912061         |
| PA-31-350 Chieftain         | 31-5001 through 31-7952117      |
| PA-31P Pressurized Navajo   | 31P-1 through 31P-7730012       |
| PA-31T Cheyenne/Cheyenne II | 31T-7400002 through 31T-7920038 |
| PA-31T1 Cheyenne I          | 31T-7804001 through 31T-7904017 |

Compliance Time: Within the next one hundred (100) hours of operation or at the next regularly scheduled inspection, whichever occurs first.

Purpose:

The door lock arm assemblies on the forward or nose, baggage door on the above referenced models are secured to brackets by steel rivets. It has been determined that for optimum arm assembly-to-bracket security, the bucked (peened) head of the rivet should have a diameter of .281 inch or greater.

PART II of this Service Release contains instructions for inspection of the forward baggage door lock arm assemblies for acceptable rivet installation.

Instructions:

Refer to attached Sketch/Instruction data.

Material Required:

If existing rivet(s) cannot be peened per Instruction 4.a., one (1) or two (2) each per aircraft:

Rivet, Steel - Piper Part No. 22613-00 at a suggested list price of \$3.00 each.

ONLY if latch arm replacement is required per Instruction 4.a., (3) NOTE, one (1) each per aircraft:

| <u>Model</u>    | <u>Part No.</u> | <u>Nomenclature</u> | <u>Suggested List Price</u> |
|-----------------|-----------------|---------------------|-----------------------------|
| PA-23 Series    | 30593-00        | Fwd. Arm Assy.      | \$30.63                     |
|                 | 22615-00        | Aft Arm Assy.       | 28.98                       |
| PA-31 Series    | 40194-03        | Fwd. Arm Assy.      | \$25.83                     |
|                 | 40353-00        | Aft Arm Assy.       | 19.95                       |
| PA-31P/T Series | 46107-00        | Fwd. Arm Assy.      | \$36.15                     |
|                 | 46106-00        | Aft Arm Assy.       | 26.78                       |

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Availability of Parts:

Your Piper Field Service Facility.

Effectivity Date:

This Service Release is effective upon receipt.

Summary:

Please contact your local Piper Field Service Facility to make arrangements for compliance with the provisions of this Service Release in accordance with the listed Compliance Time. For PART I, for aircraft requiring installation of Piper Kit 763 923 as indicated in Material Required, Items 1, a. and b., reimbursement is available for material and for up to one half (.5) hour labor per aircraft. For PART II, for aircraft in their warranty period only, reimbursement is available for up to one half (.5) hour labor per aircraft for inspection and for material and for up to one (1) hour labor for modification or replacement if required by inspection. Comply with the material/labor credit allowance procedure of your local Piper Field Service Facility.

This offer remains in effect for a period of time not to exceed 180 days from the date of this Service Release.

INSTRUCTIONS

1. Refer to Section IV in the appropriate Service Manual and remove the door latch arm assemblies from the forward baggage door.
2. With the latch arm assemblies removed from the door, inspect as follows.
  - a. Measure the diameter of the bucked head of the steel rivet that secures the latch arm to the bracket (Refer to Section A-A and B-B on Sketch A). This diameter must be .281 (9/32) or greater.
3. Latch arm assemblies with a bucked head diameter of .281 (9/32) or greater may be considered acceptable.
4. Latch arm assemblies with a bucked head diameter of less than .281 (9/32), must either be replaced with a new part as listed in the table below or may be reworked as follows.
  - a. Peen rivet head, in an acceptable manner, to achieve a bucked head diameter of .281 (9/32) or greater, as shown.

NOTE: Latch arm assemblies not retaining freedom of rotational movement, after head of rivet is peened, must be replaced with a new part as listed in Table below or steel rivet may be replaced as follows. (Refer to Sketch "A", Figure 1. )

  - (1) Carefully drill out steel rivet. Maximum allowable hole size after drilling is .267.
  - (2) Inspect the .50 diameter counter bore in bracket to determine if counter bore is the proper depth as shown. Counter bore the hole to .155 if it is not the proper depth.
  - (3) Install new rivet Part No. 22613-00 and peen in an acceptable manner to achieve a bucked head diameter of .281 (9/32) or larger.

NOTE: Latch arm assemblies not retaining freedom of rotational movement after rework, must be replaced with a new part as listed in Table below.
5. Install new or reworked latch arm assemblies to forward baggage door. Refer to Section IV in the appropriate Service Manual.
6. Make proper Logbook entry of Service Bulletin 604A "Part II" compliance.

## FWD. BAGGAGE DOOR LATCH ARM ASSEMBLIES

| Model                                   | Aft Arm Assembly | Fwd. Arm Assembly |
|---|------------------|-------------------|
| PA-23-250 (6 Place)                     | 22615-00         | 30593-00          |
| PA-31P, PA-31T & PA-31T1                | 46106-00         | 46107-00          |
| PA-31, PA-31-300, PA-31-325 & PA-31-350 | 40353-00         | 40194-03          |

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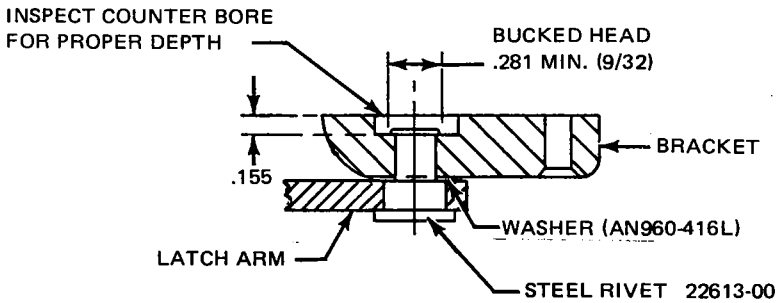
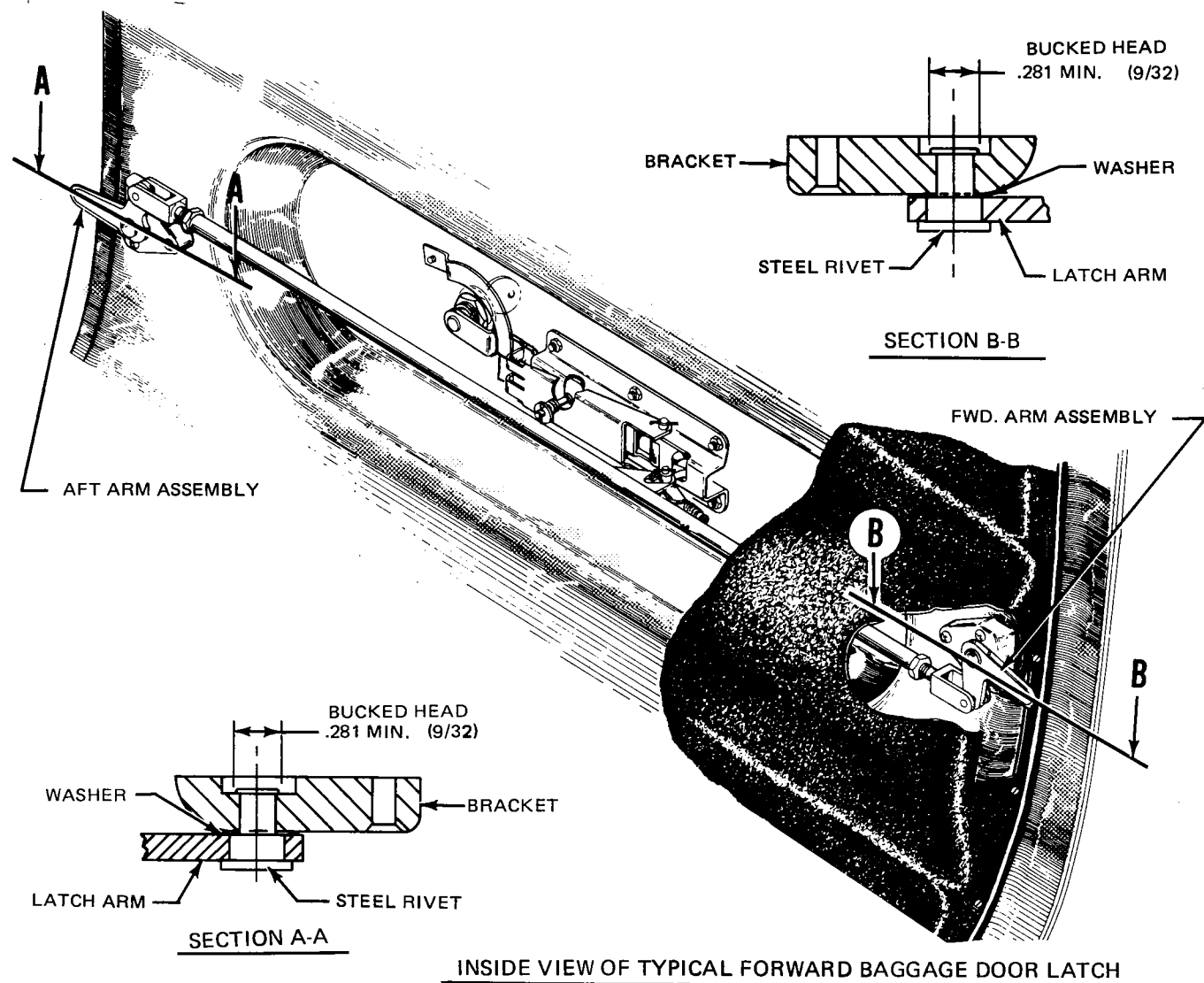


FIGURE 1

TYPICAL VIEW FOR STEEL RIVET INSTALLATION

SKETCH "A"