



Aircraft Restoration Corporation

# SERVICE BULLETIN

NO. ARC-SB-852-011

**Revision: A**

**Date: 15 December 2014.**

**Subject:**

Inspection of the MLG Uplock Hook alignment and installation of a large area bushing on the uplock roller assembly.

**Effectivity:**

PA-31 Series Navajo, PA-31T Series Cheyenne and PA-42, PA-42-720 Cheyenne airplanes as applicable where STC SA00555DE has been installed.

**Compliance:**

No later than the next scheduled maintenance. Add this S/B to the STC documents. This amendment has been added to the installation procedures manual and is a permanent change to the STC.

**Purpose:**

A possibility may exist that one or both uplock hooks could become misaligned when the landing gear is retracted, possibly jamming the uplock hook between the uplock roller and the landing gear trunnion. This condition may result in the landing gear's inability to extend properly. Field reports indicate there may be excessive wear on the bushing and or bolt that attaches the uplock hook to the wing structure. Once this S/B has been complied with, rig the landing gear per the instructions outlined in the Navajo or Cheyenne service manual.

**Approval:**

ARC Engineering, Reference Piper S/B 889.

**Material:**

2 ea. per airplane. Piper P/N: 41413-79 bushing or ARC P/N: 85280129-00, Bushing Spacer.

**Instructions/Summary/Comments:**

Place the airplane on jacks. With the landing gear down and locked, measure the side to side movement of the uplock hooks, it should be less than .150 inch total side to side movement. (Reference gold arrows Figure 1 below). If it is loose,



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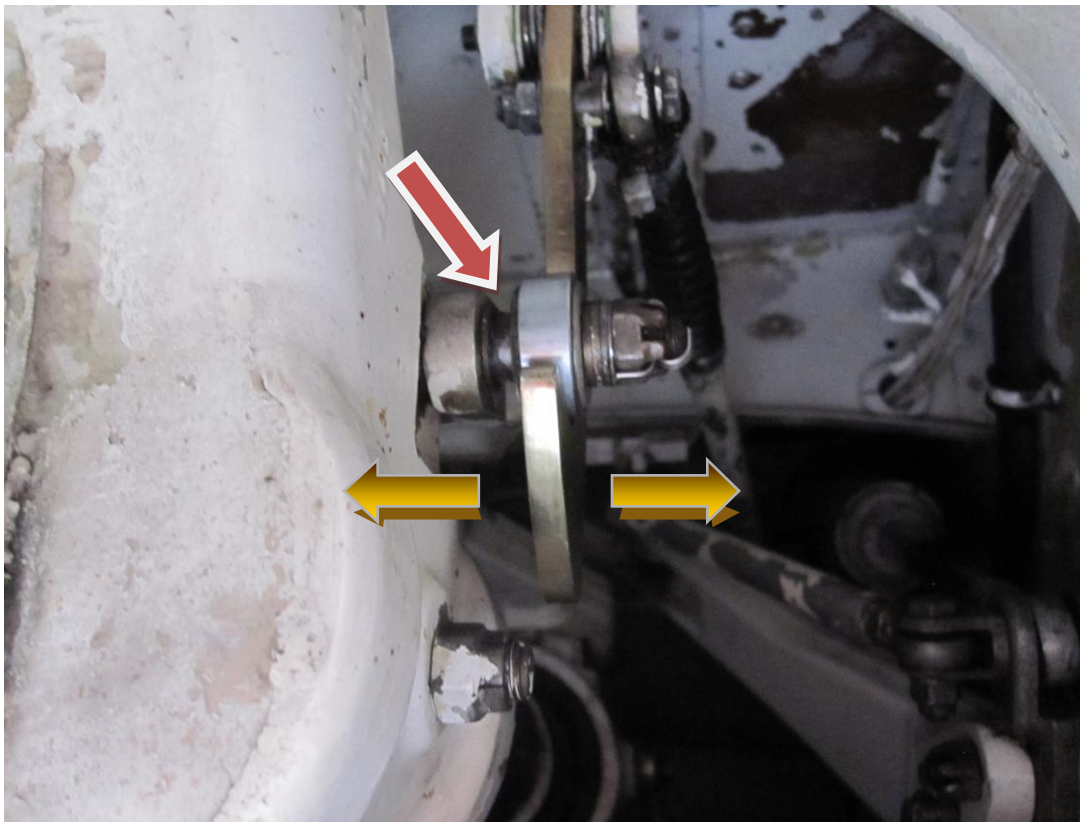
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inspect the attachment area for worn or broken brackets and or worn attaching bolt and bushing.

As an added safety measure, remove the small area bushing spacer, Piper P/N: 14175-06, from the inside of the uplock roller (Reference red arrow Figure 1 below) install one large area bushing spacer, Piper P/N: 41413-79 or ARC P/N: 85280129-00, in its place. Re-check the hook to roller alignment with the landing gear retracted.

Retract the landing gear to check that the uplock hook centers on the uplock roller. Perform a landing gear function test. Rig the landing gear in accordance with the instructions in the appropriate Navajo or Cheyenne Service Manual. With the landing gear down and locked remove the airplane from the jacks. Complete a log book entry showing that this S/B has been complied with.



**Figure 1, Uplock Hook and Roller Alignment.**