



SERVICE No. 1092B BULLETIN

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

PIPER CONSIDERS COMPLIANCE MANDATORY

Date: April 28, 2003 (S)

Service Bulletin No. 1092B corrects the aircraft effectivity list. SB 1092B supersedes SB 1092A. If SB 1092 or SB 1092A has been accomplished, SB 1092B is not required.

SUBJECT:

ENGINE MOUNT INSPECTION

MODELS AFFECTED:

PA-32R-301 Saratoga SP

PA-32R-301 Saratoga II HP

PA-32R-301 Saratoga II TC

SERIAL NUMBERS AFFECTED:

32R-8013001 through 32R-8613006; 3213001
through 3213028; 3213030 through 3213041
3213029; 3213042 through 3213103
3246001 through 3246204
3257001 through 3257264

COMPLIANCE TIME:

PART I INSPECTION: To coincide with the next regularly scheduled maintenance event, and each one hundred (100) hours time in service thereafter or until PART II of this Service Bulletin is accomplished.

PART II REPLACEMENT: If cracks are found during the Inspection in PART I, repair or replace cracked engine mount. *Note: Compliance with PART II will relieve the repetitive inspection requirements of PART I of this Service Bulletin.*

APPROVAL:

The alteration as specified in the instructions section has been shown to comply with the applicable Federal Aviation Regulations and is FAA approved.

PURPOSE:

It has been determined that cracks may develop on the engine mount. PART I of this Service Bulletin requires a repetitive inspection of the engine mount.
PART II of this Service Bulletin requires repair or replacement of engine mount.

PART I

INSTRUCTIONS:

1. Inspect the engine mount, per AC 43.13-1B in the area indicated in Figure 1 for cracks. Pay particular attention to the weld joint between the short, interconnecting vertical-tube and the lower horizontal tube.
2. If a crack appears in the tube at any point, the engine mount must be repaired or replaced before further flight. The repair of the engine mount per Part II or the replacement of the engine mount with Piper part number 38729-21 or 38729-22 engine mounts constitute compliance with PART I and PART II of this Service Bulletin.
3. If no cracks are found, continue with repetitive one hundred (100) hours time in service inspection per the compliance time above.

NOTE: Compliance with PART II at any time will relieve the repetitive inspection requirement of PART I.

4. Make an appropriate logbook entry of compliance with this Service Bulletin for each repetitive inspection.

(OVER)

ATA: 7121

PART II

1. If cracks are found, and the area where the cracks are located has not been previously repaired, the following repair and modification can be performed. If the area was repaired previously, the engine mount must be replaced.

CAUTION: TAKE ALL NECESSARY FIRE PREVENTION ACTIONS WHEN PERFORMING THE WELD REPAIR. PIPER RECOMMENDS REMOVAL OF THE ENGINE MOUNT FROM THE AIRCRAFT PRIOR TO WELDING.

- 1.1 After removal of the engine mount per Aircraft Maintenance Manual Chapter 70-00-00, remove the switch bracket and the gear-up switch from the engine mount. Discard the switch bracket. Retain the switch and the mounting hardware for re-installation.
 - 1.2 Repair the cracked tube by T.I.G. welding per AC43.13-1B procedures. All welding must be performed by a certified welder.
 - 1.3 Position the 104642-002 bracket assembly by aligning it on-center with the vertical interconnecting tube and centered between the horizontal tubes, as shown in Figure 2.
 - 1.4 Attach the bracket assembly to the engine mount by T.I.G. welding per AC43.13-B along the top and bottom edges of the bracket as shown in Figure 2.
 - 1.5 Clean, prime, and paint the engine mount and bracket assembly.
 - 1.6 Re-install the engine mount per Aircraft Maintenance Manual Chapter 70-00-00
 - 1.7 Install the gear-up switch, adjust, and test per Maintenance Manual Section 32-60-00.
2. If cracks are found and the area where the cracks are located has been previously repaired, replace with the appropriate engine mount listed in Table 1, per Aircraft Maintenance Manual, Chapter 70-00-00.

<u>AIRCRAFT SERIAL NUMBER</u>	<u>NEW ENGINE MOUNT PART NUMBER</u>
32R-8113001 through 3213041	38729-22
3213042 through 3213103	38729-21
3246001 through 3246191	38729-21
3257002 through 3257265	38729-21

TABLE 1

NOTE: As the engine may have been removed for a number of reasons, it is the responsibility of the installation agent to assure the proper re-installation, functional checks and operational suitability of the engine prior to returning the aircraft to service. Refer to the applicable engine manufacturers maintenance manuals as well as the New Piper Maintenance Manual in the appropriate chapters as required.

3. Make an appropriate logbook entry of compliance of PART II with this Service Bulletin.

MATERIAL REQUIRED: One (1) each, Engine Mount, Piper Part number 38729-21 or -22 (see Table 1 for effectivity), or one (1) Bracket Assembly Piper Part Number 104642-002, if required, per aircraft.

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

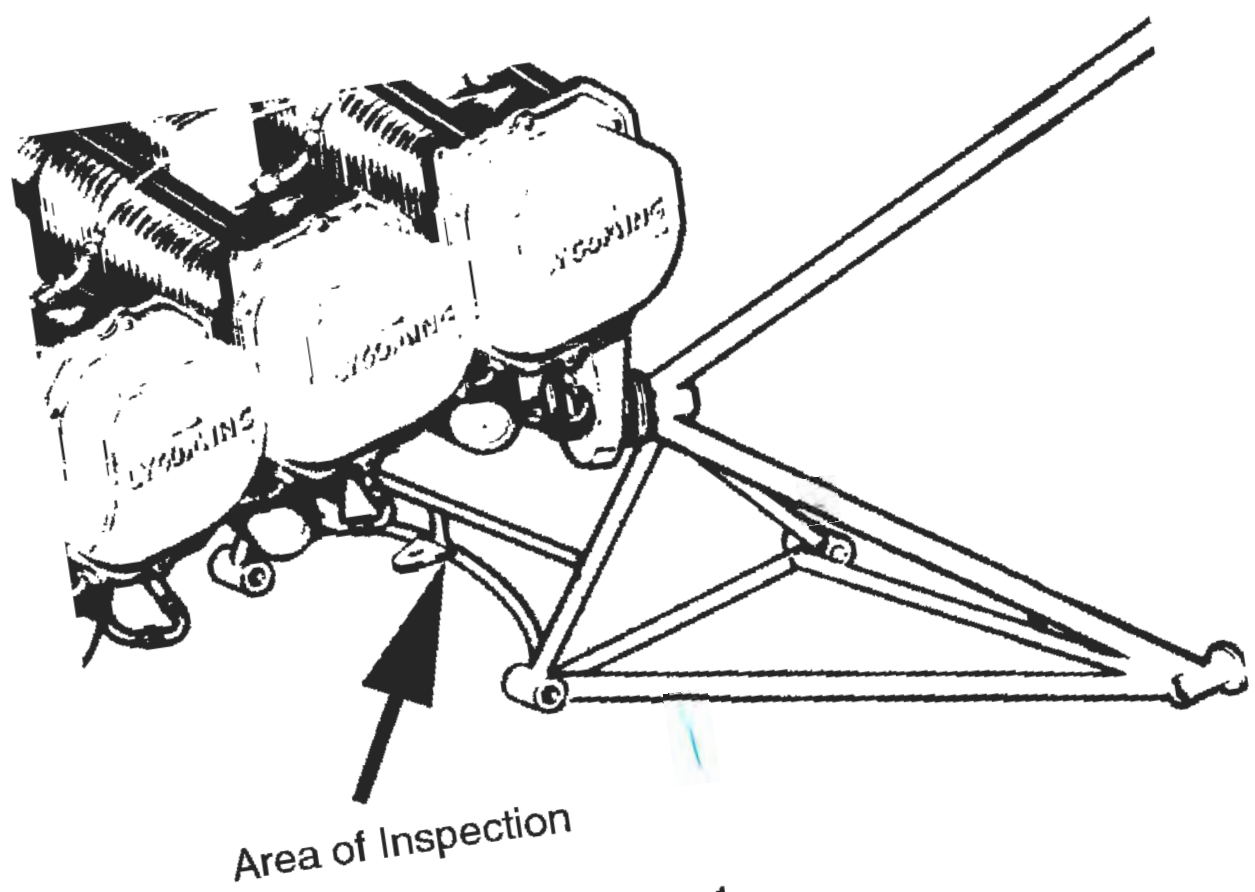
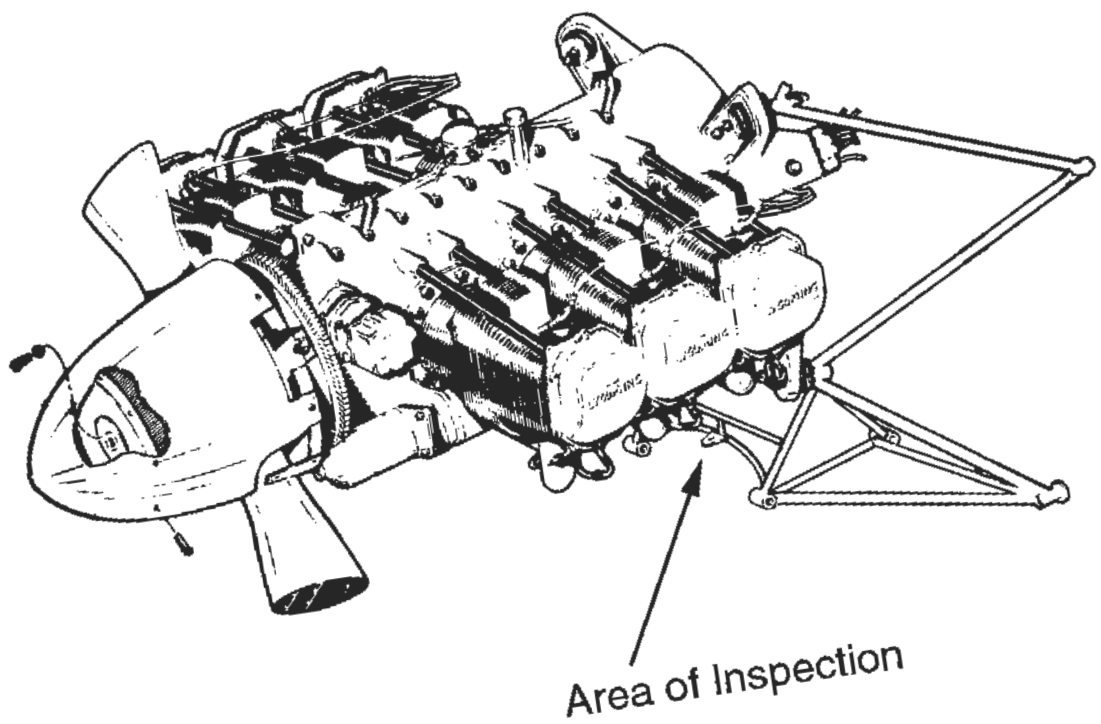


Figure 1

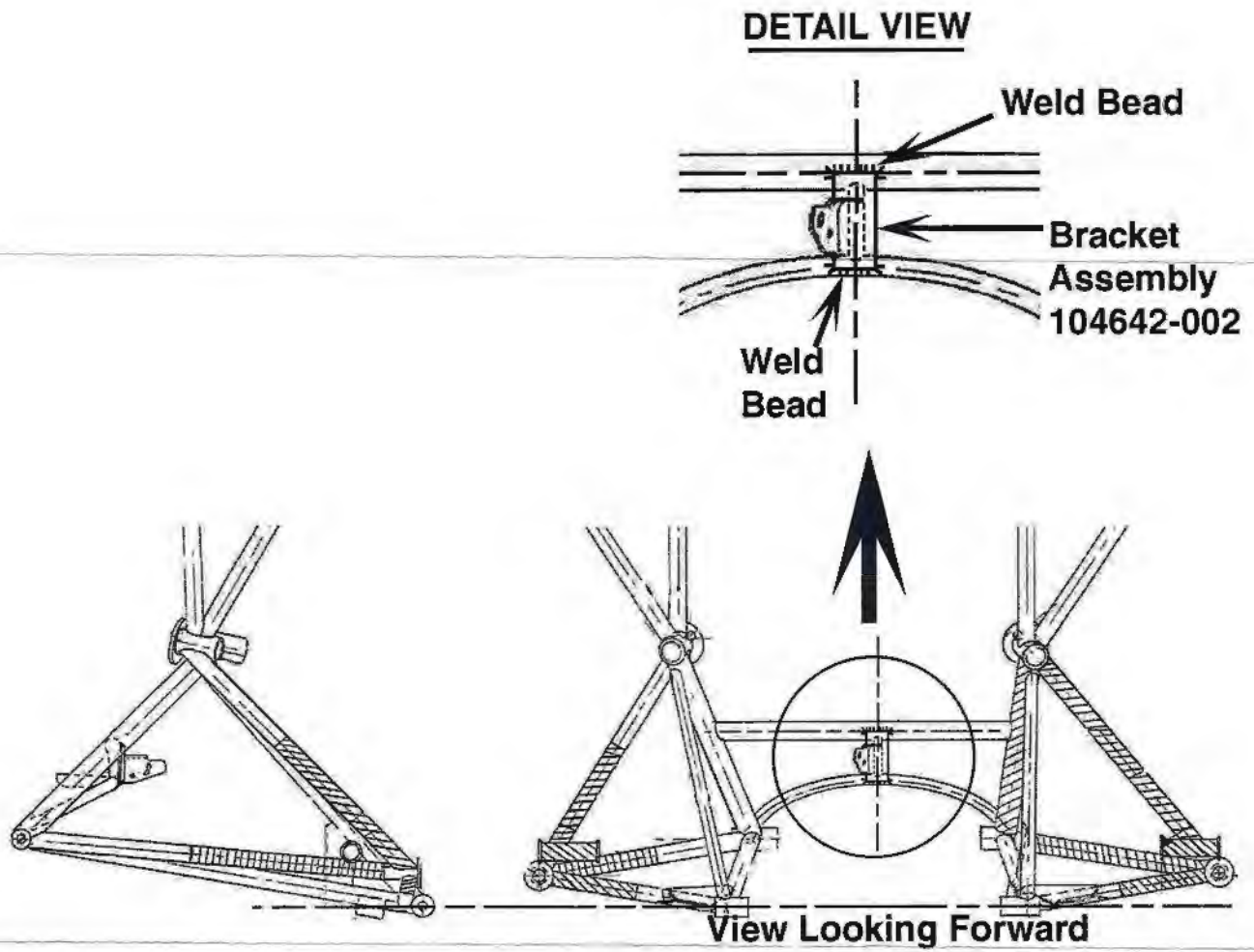


Figure 2
Weld Repair Views