



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

SERVICE No. 1154B BULLETIN

**PIPER CONSIDERS
 COMPLIANCE MANDATORY**

Date: March 28, 2007 (S)

SB 1154B supersedes SB 1154A and SB 1154. SB 1154B shortens the repetitive inspection requirement for the engine mount from 100 hours to 50 hours and deleted previous references to "New" Piper.

<u>SUBJECT:</u>	ENGINE MOUNT INSPECTION
<u>MODELS AFFECTED:</u>	<u>SERIAL NUMBERS AFFECTED:</u>
PA-46-500TP Meridian	4697001 through 4697240 and 4697242 through 4697244

COMPLIANCE TIME: Within fifty (50) hours of the last inspection and at 50 hour intervals thereafter.

NOTE: In order to ensure a higher level of safety for our customers and eliminate the possibility of continued operations with an undetected crack, Piper Aircraft is lowering the engine mount inspection interval from 100 to 50 hours.

NOTE: Piper has developed corrective action to eliminate this on-going inspection requirement. A new mount with improved service life has been developed; P/N 102460-036. The original mount 102460-002 will no longer be available as a service part replacement. If the original mount 102460-002 is replaced with the new mount, compliance with PART II of this Service Bulletin will relieve the repetitive inspection requirements of PART I of this Service Bulletin.

NOTE: This service bulletin is similar to SB1103B except this bulletin requires inspection of the adjacent tubes "A" thru "D" (Fig. 1 and 2) in addition to the attach feet. This bulletin also requires inspection of tubes shown in Fig. 3 and 4 at the left and right side nose gear pivot areas.

APPROVAL: The technical content of this Service Bulletin 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 in the area of the nose gear actuator attach feet (see Figure 1 and 2) and in the areas immediately outboard of the nose gear pivot points. The likelihood of this condition occurring increases when the nose landing gear is subjected to repetitive excessive loads, possibly through hard landings, rough field operations, repetitive excessive speed turns and/or improper towing of the aircraft.

PART I of this Service Bulletin requires a repetitive inspection of the engine mount.
 PART II - REPLACEMENT: If cracks are found during the Inspection in PART I, replace cracked engine mount with 102460-036 Engine Mount Assembly. Repetitive inspection is no longer required if engine mount is replaced.

(OVER)
 ATA: 7121

Note: In order to reduce the amount of down time, Piper Aircraft and Pratt & Whitney Canada (P&WC) are suggesting both P&WC SB 3426 and this service bulletin be complied with at the same time because the engine has to be removed for Piper SB 1154A and P&WC SB 3426. If your Meridian already has the new Mount, P/N 102460-036, we still recommend scheduling P&WC SB 3426.

INSTRUCTIONS:

PART I

1. Remove the nose gear hydraulic actuator and the nose gear assembly from the engine mount per the Aircraft Maintenance Manual, Chapter 32-20-00. Clean the engine mount actuator attach feet area including tube welds as shown in Fig. 1 and 2. Clean the inboard sides of the mount within 2 inches of the nose gear attach points as shown in Fig. 3 and Fig. 4.
2. Strip the area to be inspected using a commercially available chemical paint stripper, such as Cee-Bee E-2012 or E-2060 paint stripper or an equivalent, taking care only to remove paint and primer from the inspection area or remove the Dinitrol AV8, if the paint was previously removed and covered with Dinitrol AV8.
3. Visually inspect the engine mount welds and the tubes as shown in Figure 1 thru 4 for cracks.
4. Perform a 'liquid penetrant inspection' of the engine mount in specified areas for cracks per AC 43.13-1B, Change 1, Chapter 5, Section 5.
5. Inspect the entire length of each weld on the attach feet. A mirror will be required to inspect the upper surface of the attach feet and associated tubes. If a crack appears, the engine mount must be replaced before further flight as outlined in Part II (see below).
6. If no cracks are found, clean the feet and apply Dinitrol AV8, Piper P/N 89500-800, to the area where paint was removed. If cracks are found, refer to PART II of this service bulletin.
7. Reinstall the nose gear assembly and hydraulic actuator per Maintenance Manual. Ensure nose gear extended angle is between 0° and .5° forward per Maintenance Manual. Ensure that the nose gear steering arm gap at the rollers is properly adjusted and the nose gear door hydraulic sequence valve plunger is properly adjusted for door operation. Cycle gear a sufficient number of times to ensure proper operation prior to returning to service.
8. Make an appropriate logbook entry of compliance with this Service Bulletin for each repetitive inspection.

PART II

1. If cracks are found on the engine mount, replace with the Piper P/N 102460-036 engine mount per Service Kit 767-515. Replace engine mount per the Aircraft Maintenance Manual, Chapter 71-00-00.

NOTE: When installing the new engine mount, pay close attention to the nose gear actuator connecting hardware to ensure the correct locknut is used (Piper part number 404-891, MS 20365-720C). Additionally, check for proper thread engagement between the bolt and nut by ensuring at least one thread of the bolt protrudes through the nut, per AC43-13B, Chapter 7, Section 3, paragraph 7-37. If there are not sufficient threads exposed, replace the bolt with a longer bolt, Piper part number 401-509 (AN7-15A). Torque to the standard torque value called in the Maintenance Manual, Chapter 91-10-00, for a 7/16-20 AN7 bolt/MS 20365 nut.

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 Piper Maintenance Manual in the appropriate chapters as required.

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

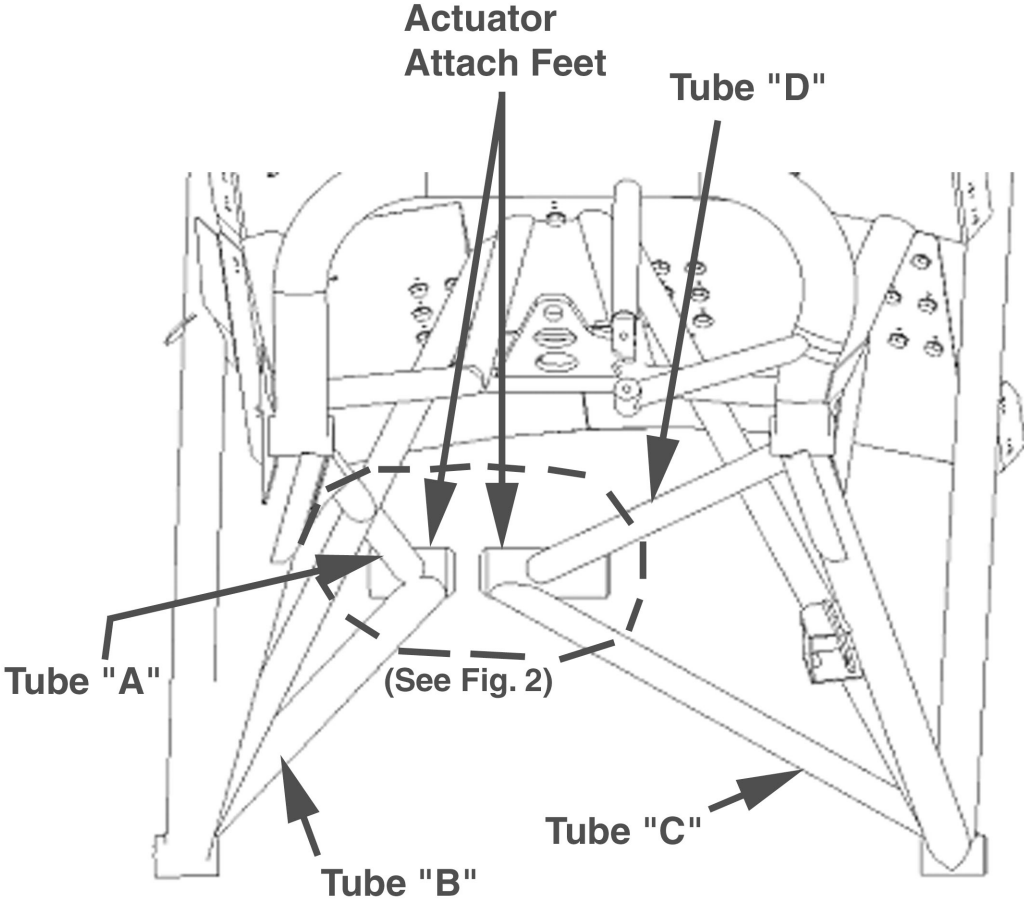


Figure 1

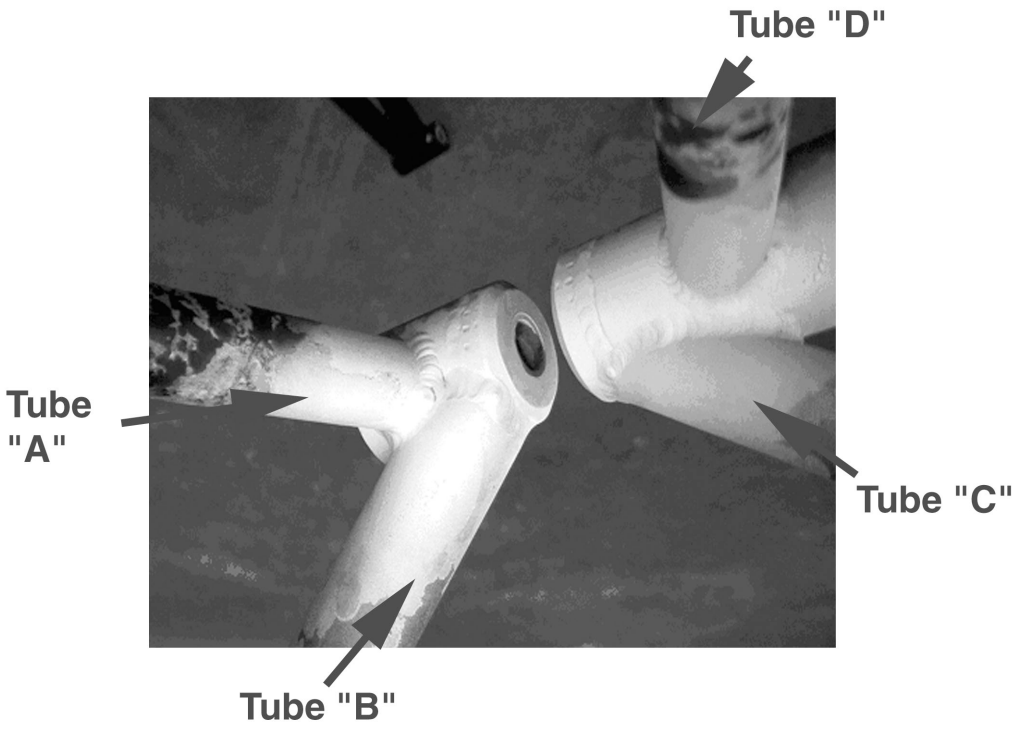


Figure 2

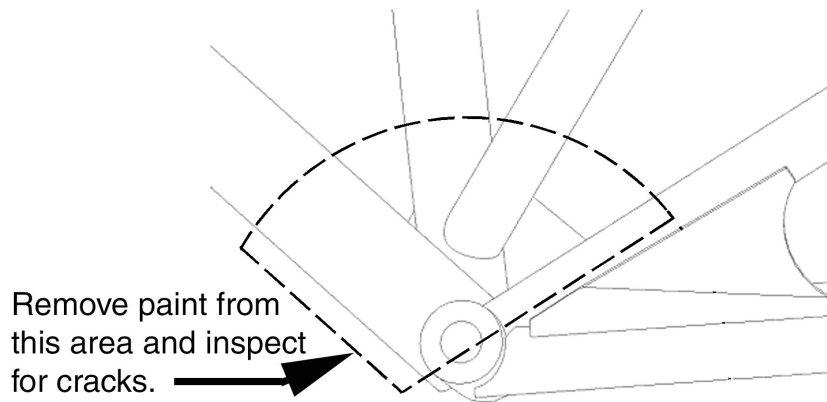


Figure 3
Right Side Looking Outboard

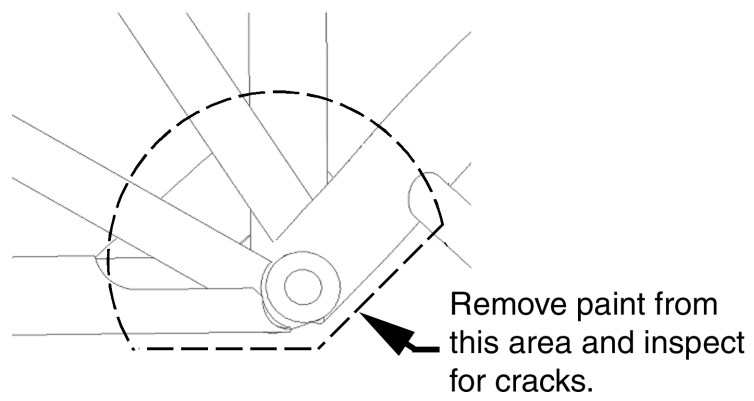


Figure 4
Left Side Looking Outboard

MATERIAL REQUIRED: One (1) each, Piper Service Kit 767-515 (if mount replacement is required), one (1) each, engine mount, Piper P/N 102460-036 & Dinitrol AV8, Piper P/N 89500-800, if required, per aircraft.

AVAILABILITY OF PARTS: Your Piper Service Facility.

EFFECTIVITY DATE: This Service Bulletin is effective upon receipt.

SUMMARY: Applicable Factory Participation for this Service Bulletin has been extended for all Meridian aircraft owners with the original engine mount (102460-002) installed.

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 and/or changes should be directed to:

PIPER AIRCRAFT, INC.
Attn: Customer Service
2926 Piper Drive
Vero Beach, FL 32960

BULLETIN SUPPLEMENT - PROCEDURAL OPERATING INFORMATION

MATERIAL ALLOWANCE:

One (1) each, Piper Service Kit 767-515 (if mount replacement is required), one (1) each, engine mount, Piper P/N 102460-036 & Dinitrol AV8, Piper P/N 89500-800, if required, per aircraft.

LABOR ALLOWANCE:

* Labor allowance is as follows:

Ten (10) hours is the maximum time to be allowed for the inspection.

Fifty five hours is the maximum time to be allowed for the replacement of the engine mount and installation of Piper Service Kit 767-515 when not accomplishing P&WC SB 3426 at the same time.

Seventy (70) hours is the maximum time to be allowed for the replacement of the engine mount and installation of Piper Service Kit 767-515 and accomplishment of P&WC SB 3426. If installing mount 102460-036, kit 767-515 and accomplishing P&WC SB 3426, the total labor reimbursement is to be split between Piper and P&WC. Piper will allow thirty five (35) hours and P & W will allow thirty five (35) hours.

DISPOSITION OF PARTS IN STOCK:

D

DISPOSITION OF PARTS REPLACED:

R

* Piper will only pay for the hours it actually takes an Authorized Service Center to perform the task, up to but not to exceed the "hours" listed.