



# SERVICE BULLETIN

No. 526A

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

"Modification DOA EA-1 Approved"

July 25, 1977

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(Supersedes and voids Service Bulletin No. 526 dated November 30, 1976)

Subject:

Pilot/Copilot Microphone and Phone Jack Relay  
Modification

Reason for Revision: (1) Aircraft effectivities revised (see Serial Numbers Affected, below)  
(2) Also, since not all of the aircraft listed below incorporate the subject relay, NOTE:, below explains how to determine if the relay is installed in your aircraft.

Models Affected:

Serial Numbers Affected:

PA-31, PA-31-300 and	
PA-31-325 Navajo .....	31-752 to 31-7712010 inclusive;
PA-31-350 Navajo Chieftain .....	31-5001 to 31-7752028 inclusive;
PA-31P Pressurized Navajo .....	31P-67 to 31P-7730001 inclusive;
PA-31T Cheyenne .....	31T-7400002 to 31T-7720008 inclusive.

NOTE:

Key both the pilot and copilot microphones at the same time. If you can transmit through the pilot's microphone, the subject relay is not installed in your aircraft; therefore, this Service Release does not apply.

Compliance Time: At the next regularly scheduled inspection interval (100 Hour or Programmed Inspection Event), not to exceed the next fifty (50) hours of operation. Affected aircraft having complied with the prior issue of this Service Bulletin are not required to comply with this issue.

Purpose: Intermittent operation of the copilot's microphone was determined to have occurred as a result of the pilot/copilot's microphone and phone jack relay loosening (through vibration) from its mounting bracket. This can, in turn, cause the 28 volt pin on the relay coil to contact the mounting bracket, causing an electrical short.

This Service Release provides material and instructions for applying a rubber strip to the relay assembly, to dampen vibration and increase the rigidity of the mounting bracket.

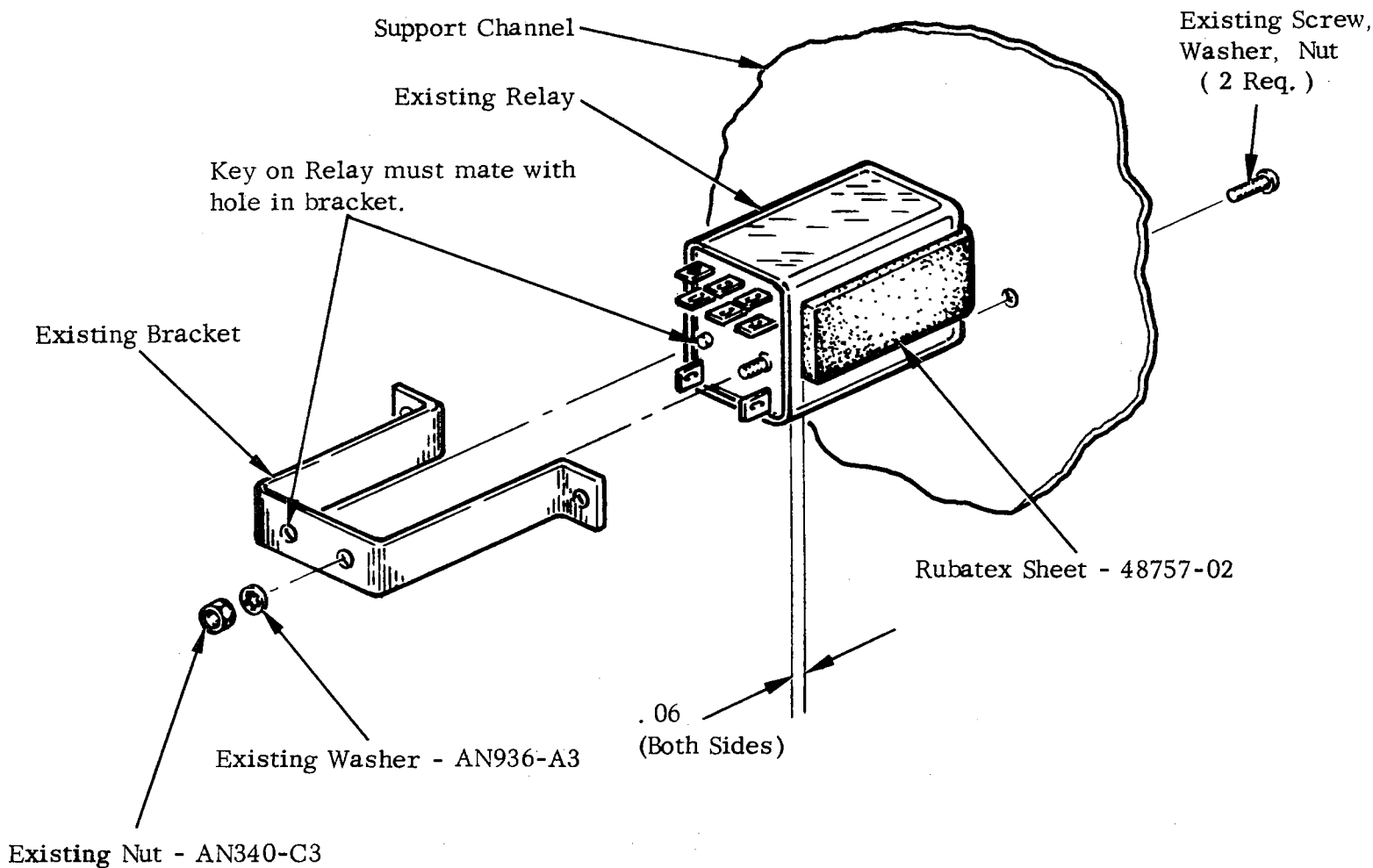
Instructions: Modification instructions - and a pictorial representation of this area - are contained on the attached sketch/instruction sheet.

Material Required: One (1) each per aircraft Piper Part No. 48757-02, Rubatex Sheet.

Availability of Parts: Your Piper Field Service Facility.

Effectivity Date: This Service Release is effective upon receipt.

Summary: Please contact your Piper Field Service Facility to make arrangements for compliance with the provisions of this Service Release in accordance with Compliance Time, above. Reimbursement for material cost (see Material Required, above) is available through your Piper Field Service Facility in accordance with Piper Field Service Facility material allowance credit application procedures.



### PILOT/COPILOT MIKE AND PHONE JACK RELAY DETAIL

#### INSTRUCTIONS

1. Ensure master switch is off.
2. Locate pilot/copilot mike and phone jack relay, as shown in detail above. The relay will be located near the copilots mike and phone jack.
3. Remove relay and attaching bracket as one unit. Retain hardware for reinstallation.
4. Disconnect relay from bracket. Retain washer and nut for reinstallation.
5. Wrap rubatex sheet 48757-02 around relay and trim to dimension shown above. Attach existing relay, with rubatex sheet, to existing bracket as shown using existing nut and washer.
6. Reinstall switch and bracket assembly to aircraft using existing hardware.
7. Make proper logbook entry of Service Bulletin 526A Compliance .