

PMA Products, Inc.
Report No. CA62766-000-SICA
SUPPLEMENTAL INSTRUCTIONS FOR CONTINUED AIRWORTHINESS
Rev. IR, Dated 14 APR 2014

DISCUSSION: The PMA Products, Inc. p/n CA62766-000 Aileron Pushrod is an FAA-PMA approved replacement for the Piper p/n 62766-000 pushrod. It is to be installed, rigged, inspected and maintained in the same manner as the OEM Piper part. However, since the Piper inspection and maintenance information is rather general in nature, these supplemental instructions shall be followed for the PMA Products, Inc. CA62766-000 Aileron Pushrod part.

INSPECTION INTERVAL: Maximum inspection interval-1 year, except for Item 6. Best if concurrent with Annual or 100 hour inspections.

PROCEDURE: (1) Inspect the entire pushrod assembly for any signs of deterioration or corrosion (rust). If either of the rod end bearings show rust, they must be replaced, since that indicates a breakdown in the cadmium plating, which cannot be restored. If rust is found on the pushrod itself, the pushrod must be removed for further examination. Light surface rust may be removed, cleaned, re-primed with a good aviation grade primer, and top coated with enamel. Heavy rust which has caused pitting of the base steel is cause for rejection and replacement of the pushrod.

2) Check both end bearings for freedom of movement and excessive wear. If either rod end is not free to move and cannot be freed, it shall be replaced. Check for excessive wear by gently moving the aileron up and down at the trailing edge. Watch each rod end bearing, one at a time, for movement in a radial (fore and aft) direction. Excessive wear will be indicated by obvious movement of the rod end ball within the race, and excessive movement of the aileron trailing edge without movement of the bellcrank in the wing. If the technician suspects excessive wear, the radial free play of the rod end bearings can be measured (removal required). **More than .010 inch radial free play in any PMA Products, Inc. aileron rod end bearing is cause for replacement.** Both rod ends are to be lubricated with a light oil during inspection.

3) Check security of aft rod end jam nut. The nut should be torqued to 30-40 inch pounds. Check that a piece of safety wire will not go through the witness hole.

4) Visually check the spring (roll) pin that secures the forward rod end bearing to the steel rod. Make sure that it is securely in place and not starting to come out of either side of the rod.

5) Visually check the entire rod for damage such as dents, gouges, deep scratches, and bends. Any of this type of damage causes structural damage to the tube and is cause for replacement of the aileron rod.

6) **Each 5 years:** Remove the aft end bearing. A careful counting of the number of threads that the rod end is engaged into the rod, and replacement of the same count, will avoid having to re-rig the aileron system. Using a light and mirror if necessary, check the interior of the tube. If there is evidence of a light yellow to amber colored corrosion preventive material on the inside of the tube, and no evidence of rust, replace the rod end and torque the nut to 30-40 inch pounds. If the inside appears somewhat dry, with little evidence of corrosion preventive, but no evidence of rust, spray the inside well with LPS 3, and re-install the rod end. If the inside shows indication of rust, replace the assembly.