

SERVICE



LETTER

Service Letter No. 422

March 10, 1964

TO: Distributors, Dealers, Certified Service Centers and Owners

SUBJECT: Rework of Propeller Spinner Assembly

MODELS AFFECTED: PA-30 Twin Comanches, Serial Nos. 30-1 to 30-348 inclusive

COMPLIANCE DATE: Prior to but not later than next 100 hour inspection

We have had reports which indicate that the propeller spinner attaching screws on the subject aircraft are chafing the spinner. In some cases the screw head had chafed sufficiently to wear through the spinner.

In order to correct this situation we have added four (4) additional screws to each spinner. These screws are installed midway between existing screws. Refer to sketch on the reverse side of this service letter.

It is suggested that the spinners on the aircraft serial numbers shown above be reworked not later than the next 100 hour inspection.

Kit Number 756 796 will be provided on a no charge basis by the Service Spares Department. Distributors may submit their orders for a sufficient number of kits to comply with this service letter.

Very truly yours,

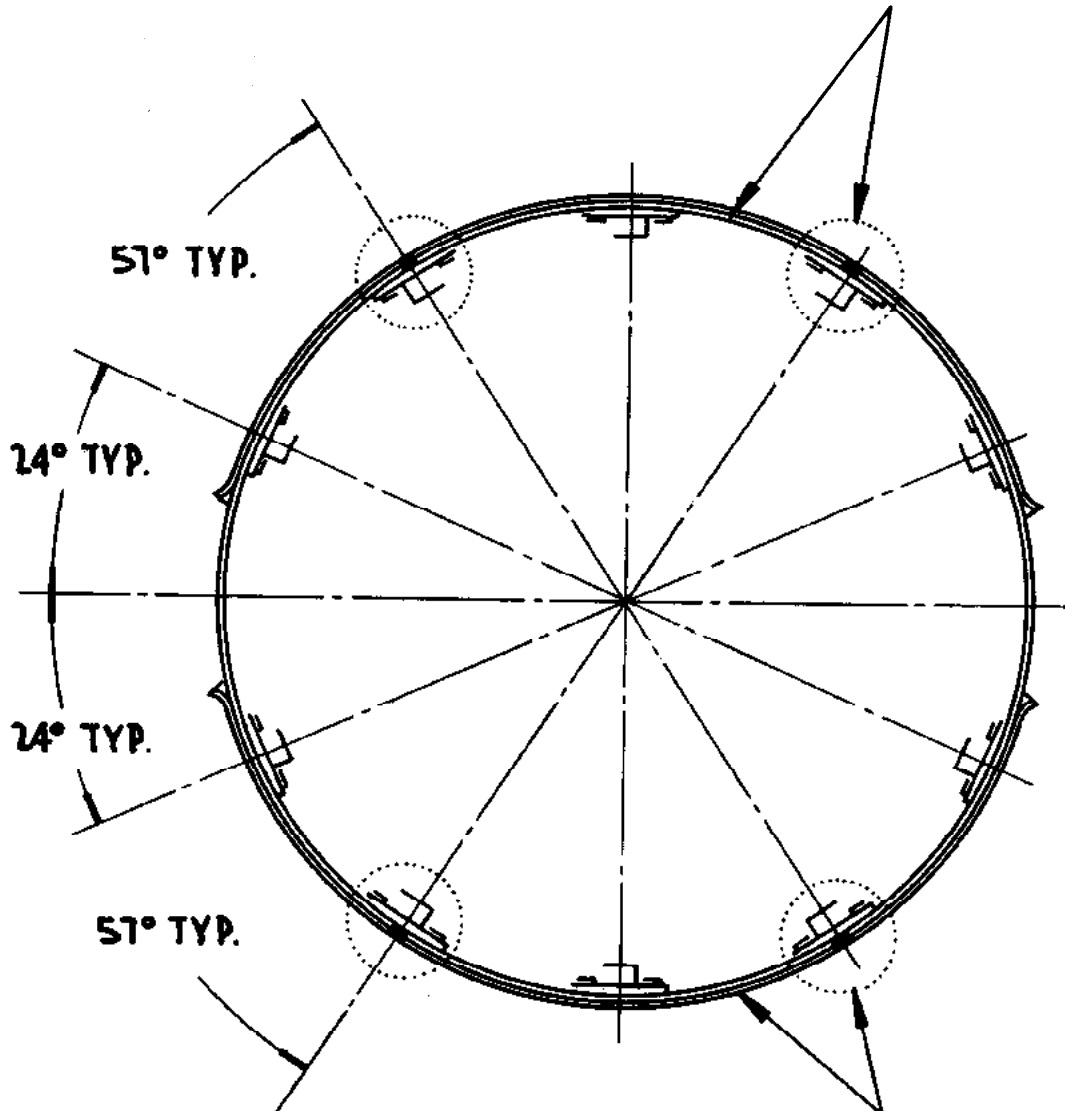
PIPER AIRCRAFT CORPORATION


Wes Holmes
Service Manager

WH:ew

PIPER AIRCRAFT CORPORATION, LOCK HAVEN, PA., U. S. A.

.189/.191 HOLE (4 REQ.)
ANCHOR NUT NAS686A3 (4 REQ.)
RIVET AN426AD3-4 (8 REQ.)
(ADD TO 23815 BULKHEAD ASSY.)



.189/.191 HOLE (4 REQ.)
(ADD TO 23818 SPINNER ASSY.)

SCR. AN526-1032128 (4 REQ.)
(AT INST.)

SKETCH A
KIT 756 796
Spinner Attachment

SERVICE



LETTER

March 26, 1964

TO: All Distributors, Dealers and Piper Certified Service Centers

SUBJECT: Lycoming Service Letter #L117 dated September 25, 1959
Lycoming Service Bulletin #218A
(Installation of Cylinder Head Thermocouple)

NOTE: The subject Service Letter is herewith revised to incorporate latest information on the PA-23-250 Aztec C and supersedes unnumbered Service Letter dated November 5, 1959.

Lycoming Service Letter #L117 and Service Bulletin #218A, listed above, contain information that will be of assistance to both owners and all maintenance facilities.

The Service Letter concerns the installation of the Cylinder Head Temperature Gauge Thermocouple.

The recommended cylinders for this installation in Piper aircraft are as follows:

Engines of 150, 160 and 180 HP	- #3 Cylinders.
Engines of 250 HP (except PA-23-250 Aztec C)	- #5 or #6 Cylinders.
Engines of 250 HP on the PA-23-250 Aztec C	- #6 Cylinder of the left engine and #5 Cylinder of the right engine.

Very truly yours,

PIPER AIRCRAFT CORPORATION

A handwritten signature in cursive script that reads "Wes Holmes".
Wes Holmes
Service Manager

WH:ew

PIPER AIRCRAFT CORPORATION, LOCK HAVEN, PA., U. S. A.