



# SERVICE LETTER

No. 575

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

April 8, 1971

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Subject: Nose Landing Gear System Inspection

Models Affected: PA-30 and PA-39 Twin Comanche

Serial Numbers Affected: 30-2 to 30-2000 incl., 39-1 and up.

Compliance Time: Recommended at the next 100 hour inspection and each 100 hour inspection thereafter.

Purpose: Product serviceability information received at the factory indicates that the nose landing gear system is possibly not being inspected and/or maintained at a level necessary for proper operation of the system. It is therefore recommended that the following specific areas of the nose landing gear system be carefully inspected at each 100 hour inspection.

Instructions: With the aircraft on jacks:

1. Inspect the nose gear aligner roller for indications of excessive wear and improper function, and inspect the aligner roller mount for security.
2. Inspect the nose gear oleo strut housing assembly and the strut housing collar for the following conditions:
  - a. Cracked stops.
  - b. Broken and/or missing stops.
  - c. Non-conformity with nose gear steering travel information contained in the current issue PA-30/39 Service Manual, Section VII, paragraph 7-13.

NOTE: It must be recognized that Items a, b, and c, above, are of critical importance to the successful and proper operation of the nose landing gear system.

Further, careful ground handling practices (i.e., during towing, parking, etc.) must be followed to avoid damage to nose landing gear components as specified in Items a and b, above.

3. Perform a minimum of two (2) gear retraction cycle tests: one with rudder pedals completely depressed full left, and one with rudder pedals completely depressed full right. During gear

(over)

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Instructions: (Continued)

cycling, observe that the aligner roller is engaged within the nose gear aligner guide bracket channel (reference attached sketch for a pictorial description).

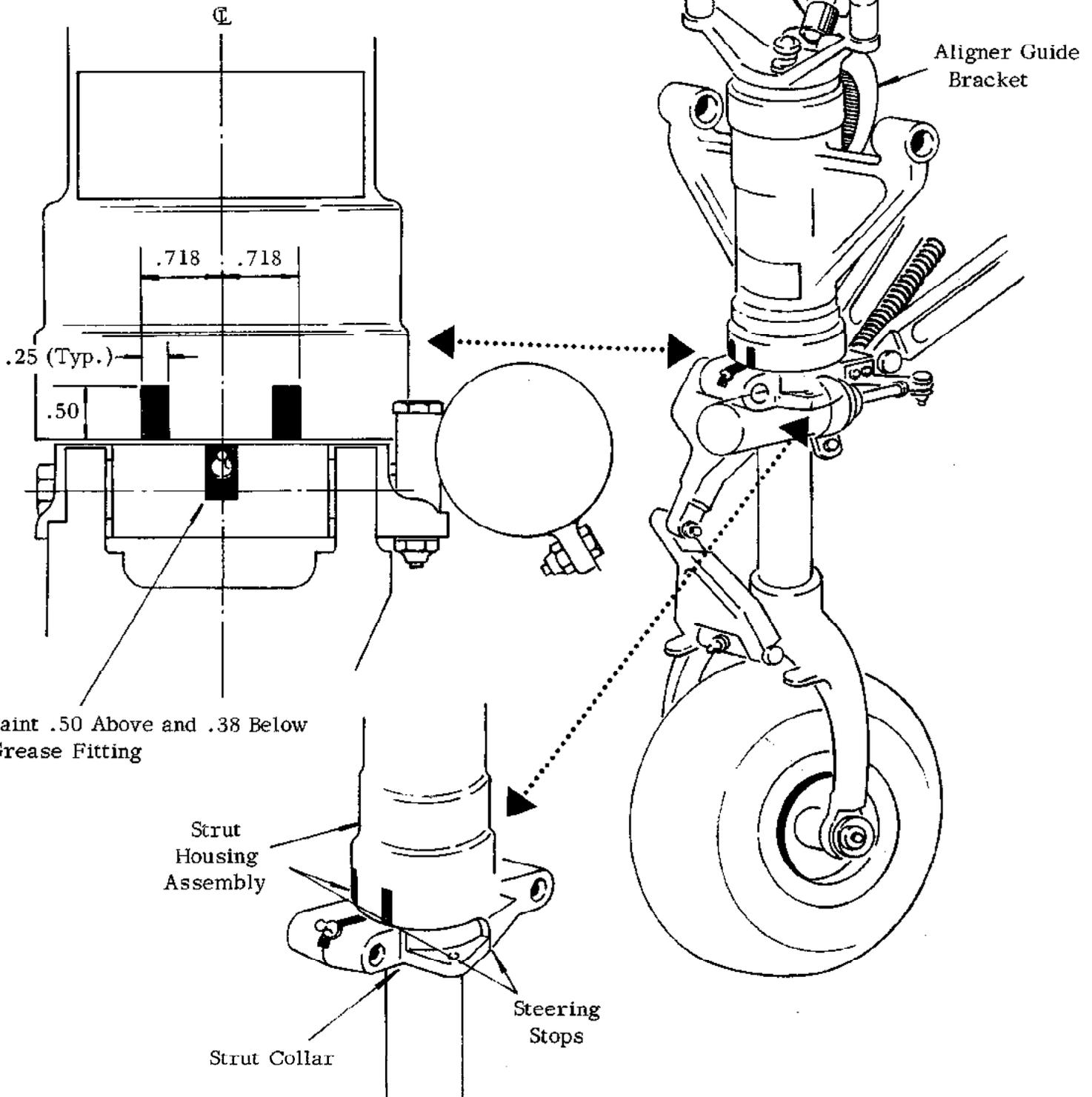
- a. If the aligner roller does not engage within the aligner guide bracket during gear cycling as specified above, it will be necessary to recheck nose gear steering travel limits.
4. Apply steering limit markings on the nose gear strut housing as denoted on attached sketch.

BALANCE OF SERVICE LETTER FORMAT NOT APPLICABLE.

Note: Apply steering limit markings (red paint) on the strut assembly as shown.

Nose Gear Aligner Roller

Aligner Guide Bracket



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