



SERVICE LETTER

No. 627

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

September 1, 1972

Subject:

Propeller Installation

Models Affected:

PA-23-250 (Six Place) and
PA-E23-250 (Six Place) Aztec
PA-24-260 Comanche

PA-30 Twin Comanche
PA-39 Twin Comanche C/R

Serial Numbers Affected:

27-2505 and up (see Purpose, second paragraph, below)
24-3642, 24-4000 and up (see Purpose, second paragraph
below)
30-1 to 30-2000 incl. (see Purpose, second paragraph, below)
39-1 and up (see Purpose, second paragraph, below)

Compliance Time:

Refer to the Instructions section, below.

Purpose:

A recent report was received concerning the loss of a propeller on one of the above referenced aircraft during aircraft operation. A subsequent investigation revealed that the affected propeller had been recently removed and was apparently incorrectly installed -- with indications of (1) inadequate propeller mounting bolt torque and (2) incorrect installation of an extra "o" ring between the prop flange and the engine crankshaft flange.

It is therefore recommended that owners/operators of the above referenced aircraft (with Hartzell models HC-E2YR, HC-E2YL, HC-E2YK or HC-C2YK series propellers, whichever applies) that have had propellers removed for any reason subsequent to original factory installation contact the facility that performed this service to insure the propeller had been reinstalled as specified by the attached sketch. As a further means of reassurance, a visual inspection may also be desired in accordance with Instructions No. 2, below.

Instructions:

1. If any of the above referenced aircraft have had propellers removed for any reason subsequent to original factory installation, within the next fifteen hours of operation, contact the service facility that conducted the prop removal and determine that the propellers have been properly reinstalled -- as denoted on the attached sketch.
2. If you cannot be completely assured by the service facility per Instructions No. 1, above, within the

Instructions: (continued)

next fifteen hours of operation, loosen the propeller mounting bolts and slide the propellers forward on the shaft so that the area between the prop flange and the engine crankshaft flange is exposed to view. Visually check to insure that no "o" ring is installed on the shaft in this area.

- A. If an "o" ring exists in this location, the "o" ring must be discarded and the propeller should be removed from the aircraft and inspected to insure that the proper "o" ring is correctly installed in the propeller hub groove -- as shown in attached sketch.
3. Reinstall propeller, insuring that prop mounting bolts are properly torqued.
4. Make appropriate log book entry.

Material Required:

Not applicable.

Availability of Parts:

Not applicable.

Effectivity Date:

This Service Letter is effective September 15, 1972.

Summary:

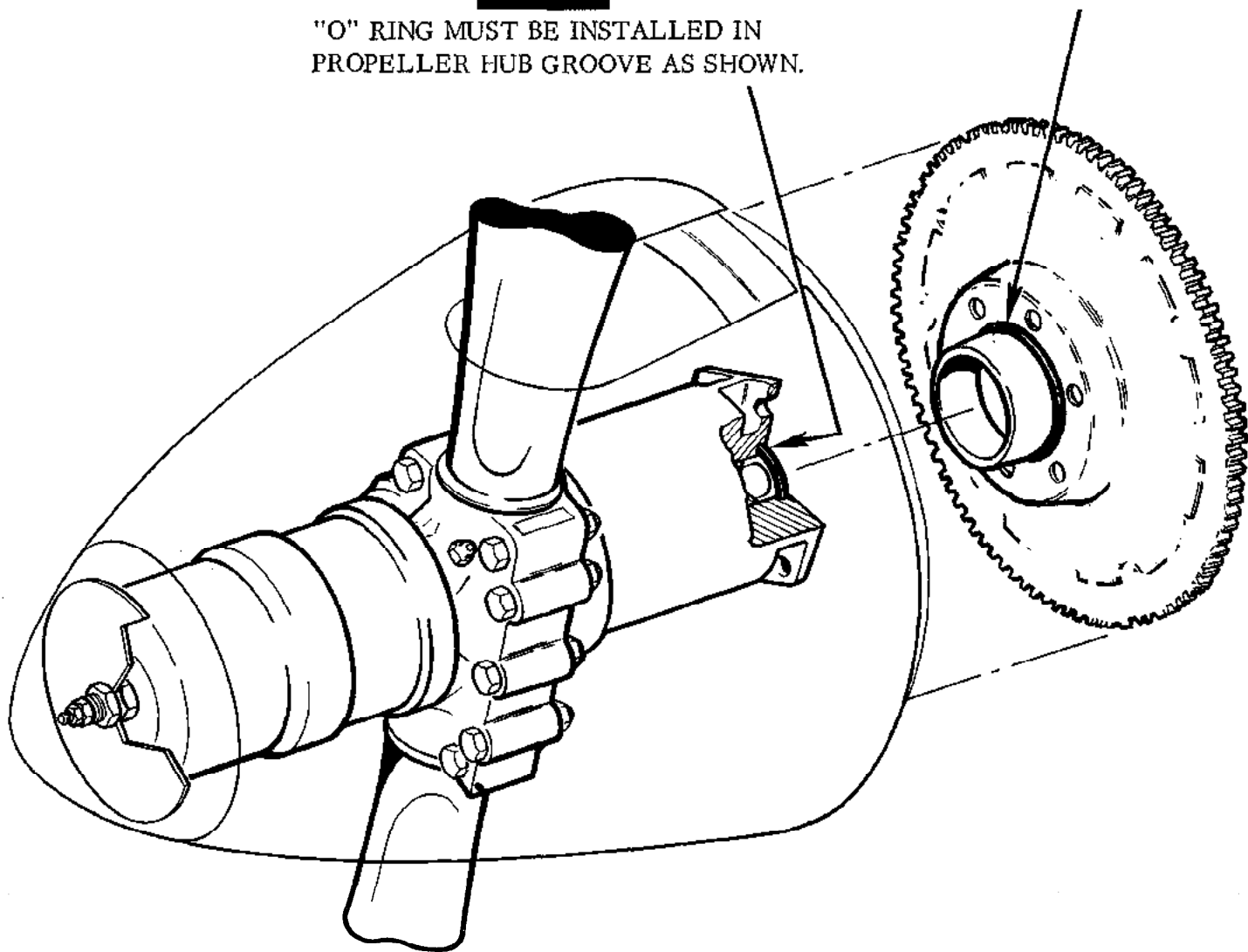
Please contact your Piper Dealer to make arrangements for compliance as indicated in the provisions of this Service Letter.

CORRECT

"O" RING MUST BE INSTALLED IN
PROPELLER HUB GROOVE AS SHOWN.

INCORRECT

DO NOT INSTALL "O" RING
OVER CRANKSHAFT FLANGE.



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