

# SERVICE



# LETTER

Service Letter No. 454

July 1, 1965

TO: Distributors, Dealers and Certified Service Centers

SUBJECT: Pitch Breakaway Ball Bracket (AltiMatic II)

MODELS AFFECTED: PA-23-250 (six place) with AltiMatic II

SERIAL NOS: 27-2505 to 27-2920 inclusive

EXCEPT: 27-2757; 27-2793; 27-2808; 27-2848; 27-2854; 27-2855; 27-2869;  
27-2874; 27-2890; 27-2896; 27-2898; 27-2900; 27-2901; 27-2903;  
27-2905; 27-2907; 27-2908; 27-2909; 27-2910; 27-2911; 27-2912;  
27-2913; 27-2915; 27-2916; 27-2917; 27-2919.

SERIAL NOS: 27-2921 and up are not affected:

It has been determined more clearance should exist between the ball bracket and the break-away attaching post of the servo. To accomplish this, a new ball bracket is to be installed.

Compliance with this Service Letter is required on all AltiMatic II factory installations as indicated by aircraft and serial number above and AltiMatic II kits, Piper Part No. 756 833 or 756 834, installed in the field prior to this release and on all AltiMatic II kits, Piper Part No. 756 833 or 756 834, presently in distributors' stock. (The ball bracket, Mitchell Part No. 43A130, must be changed.) Identification of the new ball bracket can be made in that the ball has been raised .30"

1. To accomplish the ball bracket change:

- 1-A. Break out the ball from the breakaway link.
- 1-B. Remove the 3/16" nut from the ball bracket.
- 1-C. Using a 3/16" X 2-1/2" bolt, drive out the ball bracket.  
(The 3/16" X 2-1/2" bolt will keep the negator spring in place.)
- 1-D. Install a new ball bracket, driving the 3/16" X 2-1/2" bolt back out.
- 1-E. Secure the new ball bracket with the 3/16" nut.
- 1-F. CHECK ITEM 2 BELOW.

If Pitch Servo is mounted on top of fuselage tubes, simply reconnect the breakaway link. It will not be necessary to retune or readjust the leveling condenser.

2. The forward end of the Pitch Servo (toward the bulkhead) must be mounted on the top of the fuselage tubes. All installations which have the servo mounted below the fuselage tube shall be reworked per drawing #31670, Rev. F. or per sketch on reverse side of this letter.

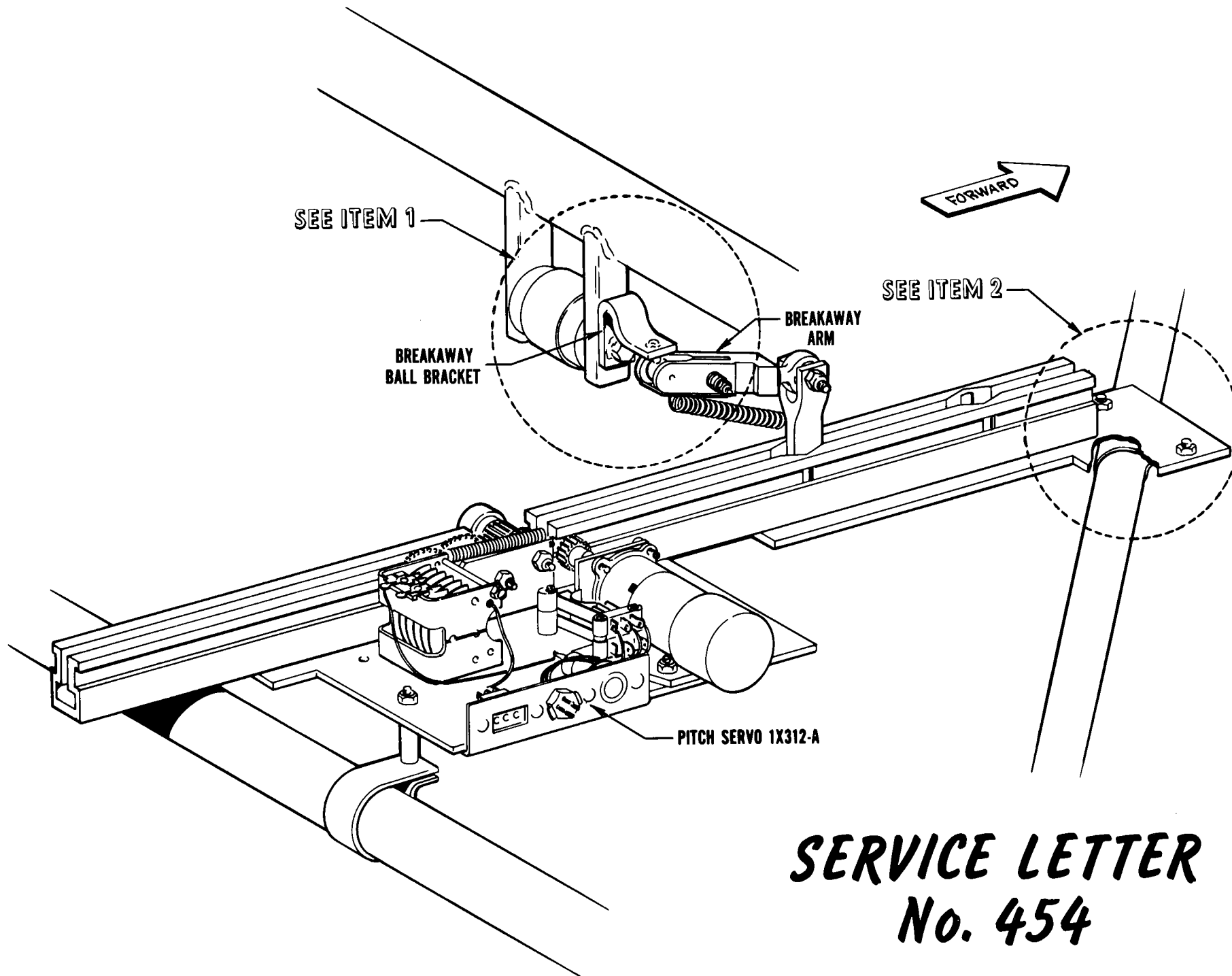
**PIPER AIRCRAFT CORPORATION, LOCK HAVEN, PA., U. S. A.**

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- 2-A. After servo has been reinstalled to comply with Item 2, if necessary, re-engage breakaway link.
- 2-B. Time pitch follow-up condenser as per EL-32A.
- 2-C. Adjust pitch leveling condenser as per ground setup outlined in EL-32A.
- 2-D. Flight check and adjust pitch leveling condenser as per in-flight adjustments outlined in EL-32A.

Distributor shall order Kit No. 756 954 in sufficient quantities to comply with this letter. Credit will be issued in compliance with this release by following the normal credit claim procedure.

- 1. One (1) hour labor for changing of ball bracket only.
- 2. Two (2) hours labor for reinstalling Pitch Servo to top position on fuselage tubes and flight adjustment of Pitch leveling condenser.



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