

IMMEDIATE ACTION

SERVICE

NUMBER 164



BULLETIN

May 16, 1958

MODEL AFFECTED: PA-24 Comanche

SERIAL NUMBERS: See Below

I. ADF INDICATOR WIRE

Serials 24-7, 24-13 to 24-47 incl., 24-49 to 24-68 incl., 24-71, 24-72, 24-74 to 24-78 incl., 24-80, 24-81, 24-83 to 24-90 incl., 24-93, 24-94, 24-96 to 24-102 incl.

On the above mentioned airplanes the excess wire for the ADF indicator was coiled and attached to the upper left inboard side of the firewall. Immediate inspection of this area is desired to ascertain that this coil is securely fastened to prevent fouling of the control wheel mechanism.

II. BATTERY CABLES (BATTERY TO BOX)

Serials 24-1 to 24-102 inclusive

It will be necessary to immediately insulate the battery cables inside the battery box with a two (2) inch length of 1/2" x .040 plastic tubing. Disconnect cables from battery terminals, install plastic tubing over the cables and give the cables a one-half twist before reinstalling onto battery terminals. Insulation material is being shipped to the distributor for the owner.

III. EXHAUST SYSTEM

Serials 24-1 to 24-102 inclusive

Due to the peculiarities of the muffler design there is a possibility that cracks may develop in the area of the tailpipe take-off after extended usage. Replacement mufflers of a new design, part number 21239-06, are being shipped to the distributor for the owners as rapidly as possible. In the meantime, it is requested that the muffler be inspected for cracks every 25 hours.

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When the replacement mufflers are received, they are to be installed immediately. After installation of the new muffler, all the exhaust stack and tailpipe braces and clamps shall be removed. On the exhaust stack where the hole was drilled to hold the support clamp, the hole may be welded shut or the clamp can be left attached to the stack.

IV. NOSE GEAR DOOR RETRACTION ROD

Serials 24-1 to 24-106 inclusive

To preclude the possibility of damage to the nose gear door, it is recommended that the door retraction rod attachment on serials 24-1 to 24-76 inclusive be inspected and changed, if necessary, per Sketch "A" and instructions attached to this bulletin. The lock nut for the upper rod end fitting for the retraction rod must be removed on aircraft serials 24-1 to 24-106 inclusive.

V. CONTROL WHEEL

Serials 24-85 to 24-94 inclusive and 24-96 to 24-102 inclusive

The nylon molded control wheels have proven unsatisfactory and are to be replaced on the above mentioned aircraft. New aluminum control wheels, part number 20965-00, will be shipped to the distributor for the owners as rapidly as possible.

VI. NOSE WHEEL STEERING ARM MOUNTING BRACKET ASSEMBLY

Serials 24-105, 24-107, 24-109, 24-111, 24-113, 24-117, 24-119, 24-121, 24-123, 24-125, 24-128, 24-129, 24-131, 24-134, 24-139 and 24-141 inclusive

A reinforcement for the nose wheel steering arm mounting bracket has been designed to prevent the bracket from cracking under unusual heavy strain. This reinforcement is attached to the engine mount and the present mounting bracket by three (3) bolts. Kit part number 754 194 and installation instructions will be shipped to the distributor for the owners as soon as possible.

After this Service Bulletin has been complied with, it is requested that the attached self-addressed and stamped card be completely filled out and returned immediately to the factory.

Five hours warranty labor will be allowed upon receipt of a warranty claim form and the enclosed postcard.

End.

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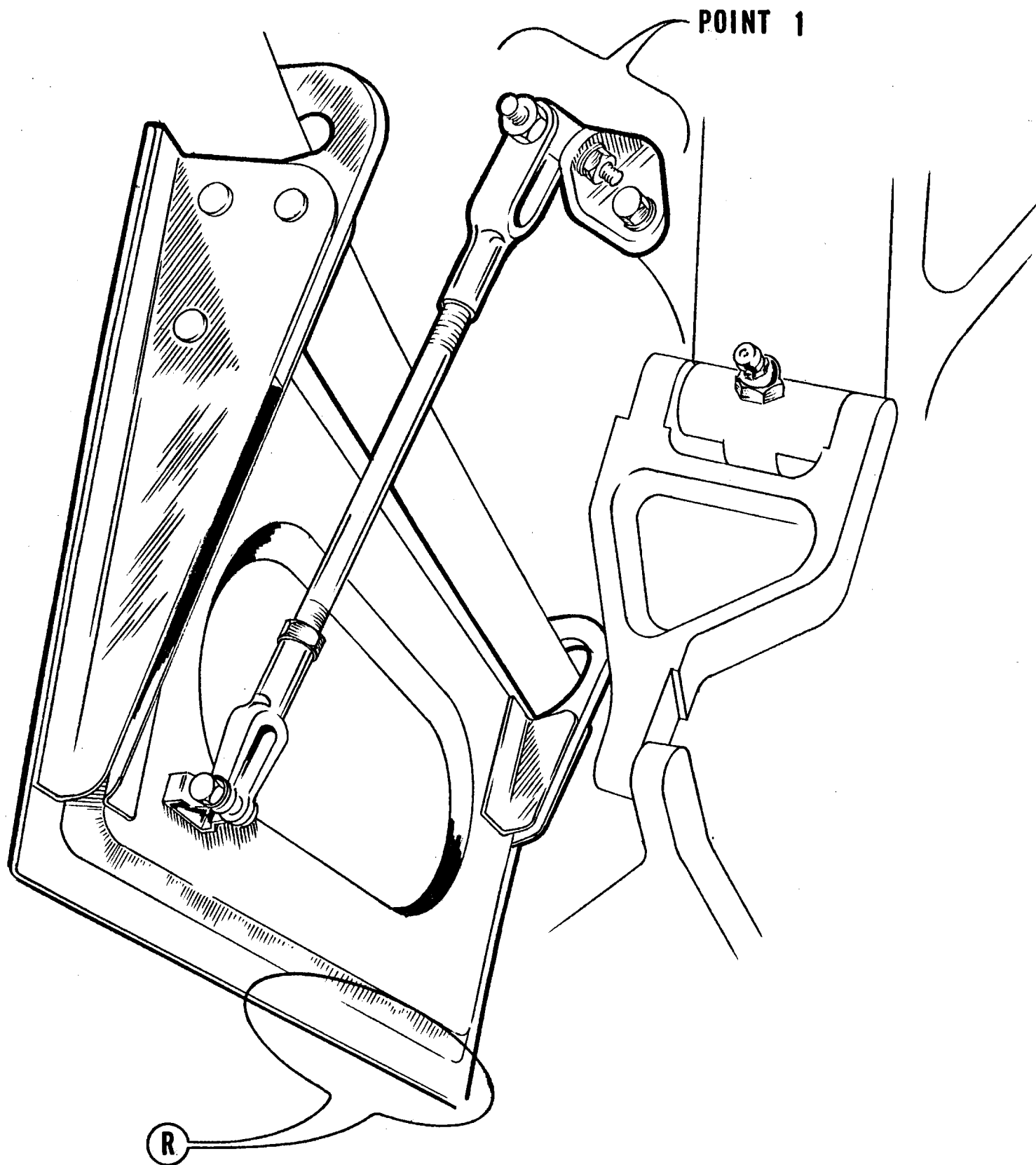
NOSE GEAR DOOR RETRACTION ROD

1. Place aircraft on jacks and tail pedestal. (300 lbs. ballast on pedestal.)
2. Check eye bolt at upper end of retraction rod at point 1.
3. If eye bolt is not installed as shown, remove and reinstall per sketch.
4. Remove upper rod end fitting and lock nut.
5. Replace upper rod end fitting.
- *6. Disconnect lower end of rod from door assembly and back off upper rod end fitting approximately two (2) turns.
- *7. Reinstall lower end of rod to door temporarily and retract landing gear.
- *8. Keep adjusting the rod end fitting until the door closes flush with bottom cowl skin.
- *9. Tighten lock nut on bottom rod end fitting and complete installation of rod end to gear door.

NOTE

If nose gear door rubs the gear strut when retracting gear, trim rear edge of door with tin snips in area "R".

- * Disregard if eye bolt in paragraph three was originally installed correctly.



NOSE GEAR DOOR RETRACTION ROD

SKETCH "A"

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PIPER AIRCRAFT CORPORATION

LOCK HAVEN, PENNSYLVANIA