



SERVICE LETTER

No. 667A

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

March 4, 1974 S/M

(This supersedes and voids Piper Service Letter No. 667, dated November 12, 1973.)

Reason for Revision:

1. Revised Compliance Time, below.
2. Added alternate replacement hardware material, refer to attached sketch/instruction sheet for new replacement hardware identification data.

Subject:

Stabilator Attachment Bolts

Models Affected:

PA-23-235, PA-23-250 and
PA-23-250 (Six Place) Aztecs
PA-24-180, PA-24-250 and
PA-24-260 Comanche
PA-24-400 Comanche
PA-30 Twin Comanche

Serial Numbers Affected:

27-1 to 27-4654 incl.
24-1 to 24-5047 incl.
26-2 to 26-148 incl.
30-1 to 30-2000 incl.

Compliance Time:

Recommended at the next 100-hour inspection or annual inspection, whichever occurs first, not to exceed the next 100 hours of operation.

Purpose:

It has been determined that the stabilator attachment bolts on the above referenced aircraft may corrode. This situation has occurred primarily on high time aircraft at least five years old and/or operating in areas likely to induce corrosion -- near salt water, etc.

This service release provides instructions to remove the existing stabilator attachment bolts on the above referenced aircraft and replace with new (aircraft quality) attachment bolts.

Instructions:

1. Refer to attached sketch/instruction sheet for (1) bolt(s) removal, (2) proper hardware assembly sequence, and (3) replacement hardware identification information (i.e., Piper part numbers of applicable new replacement bolts and attaching hardware).

NOTE: If the Part No. 402 329 or Part No. 402 342 steel alloy bolts are installed, these bolts should be re-inspected at each subsequent 500 hours of operation for indications of (over)

Instructions: (continued)

corrosion and replaced, if necessary.
If the Part No. 502 329 or 502 342 corrosion resistant bolts are installed, a repeat inspection for the purpose stated above is not required.

2. Make appropriate log book entry.

Material Required:

Refer to attached sketch/instruction sheet for new replacement hardware identification/aircraft model application.

Effectivity Date:

This Service Letter is effective March 15, 1974.

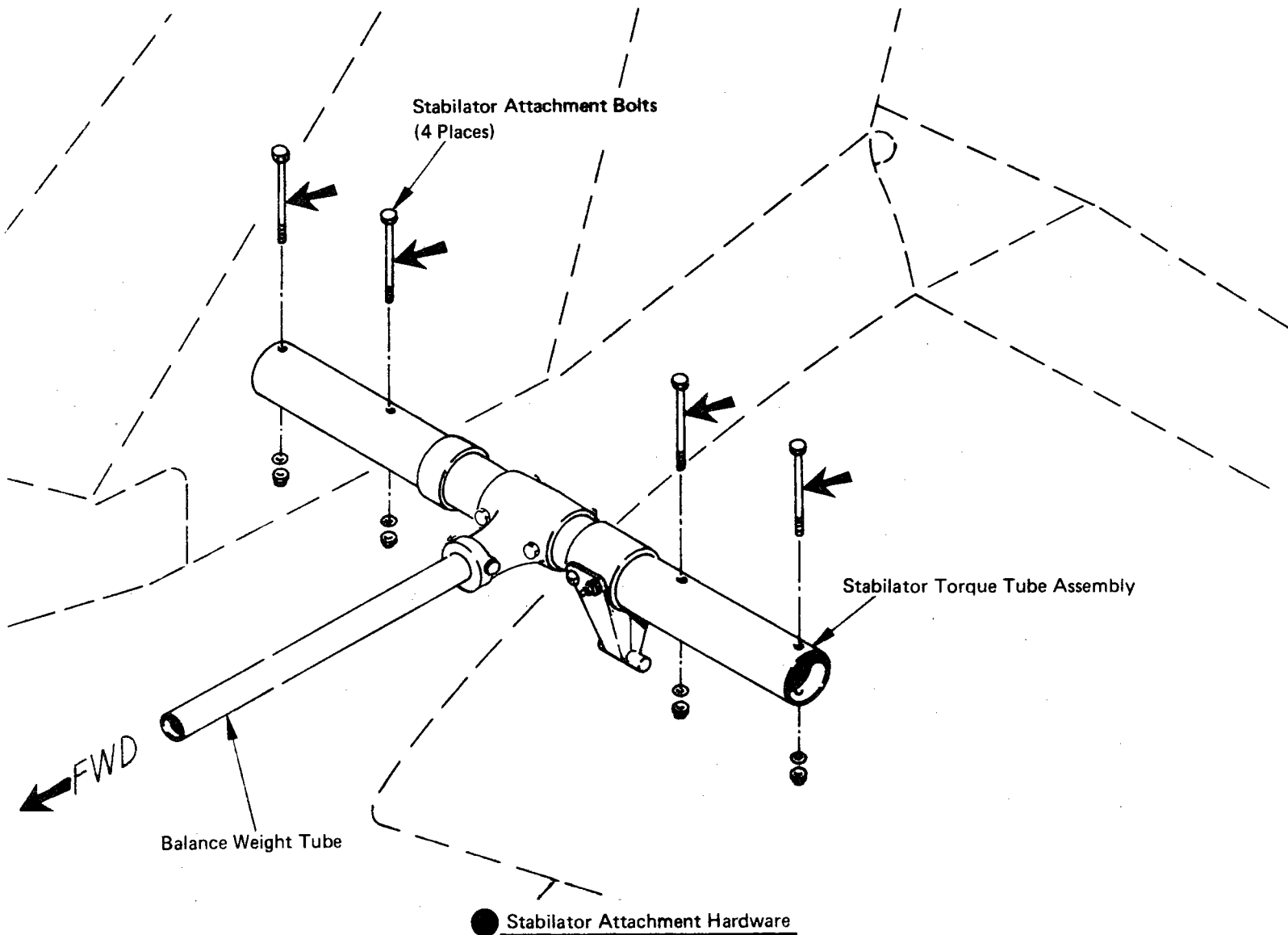
Summary:

Please contact your Piper Field Service Facility to make arrangements for compliance with the provisions of this service release in accordance with Compliance Time, above. Material cost relative to this service release is negligible.

Remove existing stabilator attachment bolts, washers and nuts, indicated on sketch, and install new bolts and attaching hardware.
CAUTION: Remove and replace one bolt at a time. Refer to sketch for correct replacement hardware identification and proper assembly of bolts, washers and nuts.

2. Correct torque value for bolts is as follows:

- a. PA-24-180/250 and 260 - torque to 30-40 inch lbs.
- b. PA-23-235/250/250 (Six Place) and PA-24-400 - torque to 60-85 inch lbs.
- c. PA-30 - Refer to the Twin Comanche Service Manual (Section 4 - paragraph 49) which states that the nuts ("holding the stabilator to the torque tube") should "be tightened just enough to take the play out of the washers."



PA-24-180/250 and 260 only

Bolt AN174-C32A P/N 502 329 (Corrosion Resistant) or Bolt AN174-32A P/N 402 329 (Non-Corrosion Resistant)
 Washer AN960-416L P/N 407 585
 Nut MS20365-428C P/N 404 888

PA-23-235/250/250 Six Place, PA-24-400 and PA-30 only

Bolt AN175-C32A P/N 502 342 (Corrosion Resistant) or Bolt AN175-32A P/N 402 342 (Non-Corrosion Resistant)
 Washer AN960-516 P/N 407 566 (PA-23-235/250 and 250 Six Place only)
 Washer AN960-516L P/N 407 586 (PA-24-400 and PA-30 only)
 Nut MS20365-524C P/N 404 889