

# SERVICE



# LETTER

Service Letter No. 360

September 5, 1961

**TO:** Distributors, Dealers, Certified Service Centers and Owners

**SUBJECT:** Flap Retraction

**MODELS AFFECTED:** PA-24 and PA-24 "250" Comanches, Serials 24-1 to 24-356 inc., 24-358 to 24-1424 inc., 24-1426 to 24-2513 inc., 24-2515 to 24-2545 inc., 24-2549 to 24-2582 inc., 24-2584 to 24-2590 inc., 24-2593 to 24-2625 inc., 24-2627 to 24-2647 inc., 24-2649 to 24-2652 inc., 24-2655 to 24-2664 inc., 24-2666, 24-2668 to 24-2675 inc., 24-2677 to 24-2679 inc., 24-2681 to 24-2698 inc., 24-2700, 24-2701, 24-2702, 24-2704 to 24-2714 inc., 24-2716, 24-2718 to 24-2720 inc., 24-2722 to 24-2724 inc., 24-2726, 24-2728, 24-2730, 24-2732 to 24-2735 inc., 24-2737, 24-2738, 24-2742 to 24-2744 inc., 24-2746 to 24-2751 inc., 24-2755, 24-2758, 24-2761 to 24-2764 inc., 24-2770, 24-2773, 24-2774, 24-2776 to 24-2783 inc., 24-2787 to 24-2792, 24-2794, 24-2799, 24-2803, 24-2804, 24-2808 to 24-2810 inc., 24-2813, 24-2816, 24-2823, 24-2827, 24-2828, 24-2830, 24-2833 and 24-2834.

**COMPLIANCE DATE:** Prior to but not later than next 100 hour inspection

Field service reports indicate that in a few cases, under certain operating conditions, the flaps on the subject aircraft may, when retracted, extend beyond the normal, fully retracted position. This over-retraction of the flap or flaps has resulted when the flaps have been extended to aid in take-off and, later, retracted at airspeeds in excess of speeds recommended for flap operation.

Kit No. 754 413 consists of a flap stop plate for each flap, necessary hardware for its attachment and instructions for installation. This kit provides a positive stop for the flap retraction mechanism. Reference to the attached sketch may be made for details of installation. It is recommended that this kit be installed on all Comanche aircraft listed above for the serial numbers affected.

(Over)

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

September 5, 1961

It is recommended that the operation of the flap retraction mechanism be checked, following the installation of Kit 754 413, to make certain the flap stop plates are correctly adjusted to prevent over-retraction of the flaps, as follows:

1. Retract flaps to fully retracted position.
2. Move the flap handle toward the extended position until the flaps are approximately one-third extended.
3. Release the flap handle gradually to the fully retracted position, maintaining flap load on the flap cables; simultaneously, with the assistance of a second person, apply pressure to the underside of each flap in an upward direction. Following the above directions will simulate flight load conditions on the flaps and the flap stop plates, when correctly adjusted, will prevent over-retraction of the flaps.

Distributors should order a sufficient quantity of these kits to meet anticipated requirements. This kit is available, free of charge, through your nearest Piper distributor or dealer.

Very truly yours,

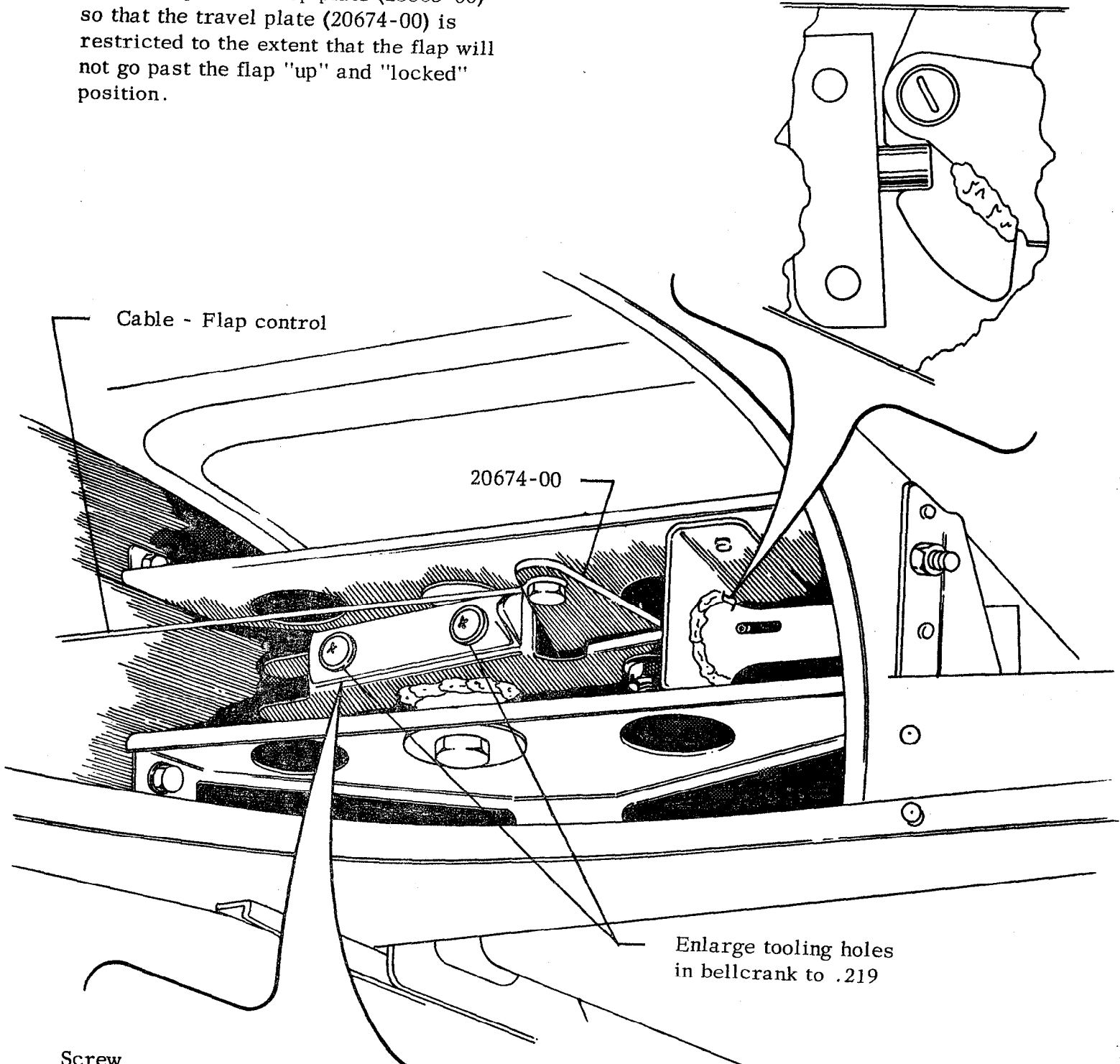
PIPER AIRCRAFT CORPORATION

  
Wes Holmes  
Service Manager

WH:dt

Note: Adjust the stop plate (23083-00) so that the travel plate (20674-00) is restricted to the extent that the flap will not go past the flap "up" and "locked" position.

UP & LOCKED POSITION

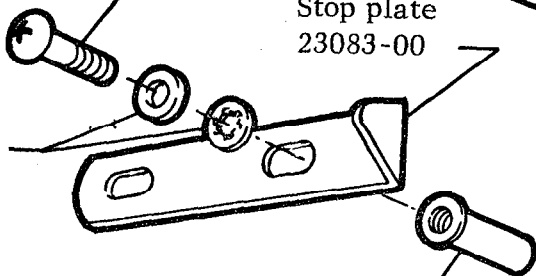


Screw  
AN526-832-R10

Stop plate  
23083-00

Washers

Rivnut A8K-75



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