



PIPER

Customer Services

SERVICE LETTER

No. 599

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

November 23, 1971

Subject: Wing Panel Exhaust Corrosion Protection

Models Affected: PA-30 Twin Comanche
PA-39 Twin Comanche C/R

Serial Numbers Affected: 30-2 to 30-2000 incl.
39-1 to 39-115 incl.

Compliance Time: Recommended at the next 100 hour inspection or annual inspection, whichever occurs first.

Purpose: Recent product condition reports received from the field describe exhaust corrosion appearing in the right and left wing panel cavity, between wing stations nos. 55 and 78, aft of the landing gear support bulkhead and in front of the rear spar assembly (the sketch on the reverse side of this service letter depicts the location).

This Service Letter provides instructions for the cleaning and removal of existing exhaust corrosion, and to prevent further exhaust corrosion in this area.

Instructions: Contained on reverse side of this letter.

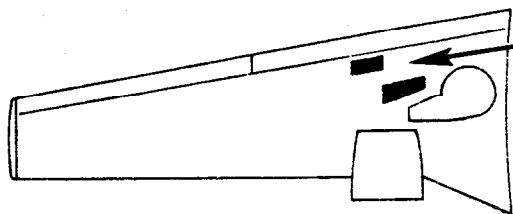
Material Required: Refer to instructions nos. 3, 5, 7 and 8 on reverse side of this letter for material identification.

The pre-doped fabric patches (eight (8) each required per aircraft), may be procured either from Piper Aircraft Corporation, under part number 81232-59, or may be fabricated by cutting discs (6 3/8" diameter) from the following material; "Fabric - SAE AMS 3806 pre-doped Titanine PD-66" (Piper code no. 180 296, issued by the yard).

Additional materials specified in instructions nos. 3, 5, 7 and 8 on reverse side of this letter are common maintenance items and should be obtained locally.

Availability of Parts: Reference Material Required, above.

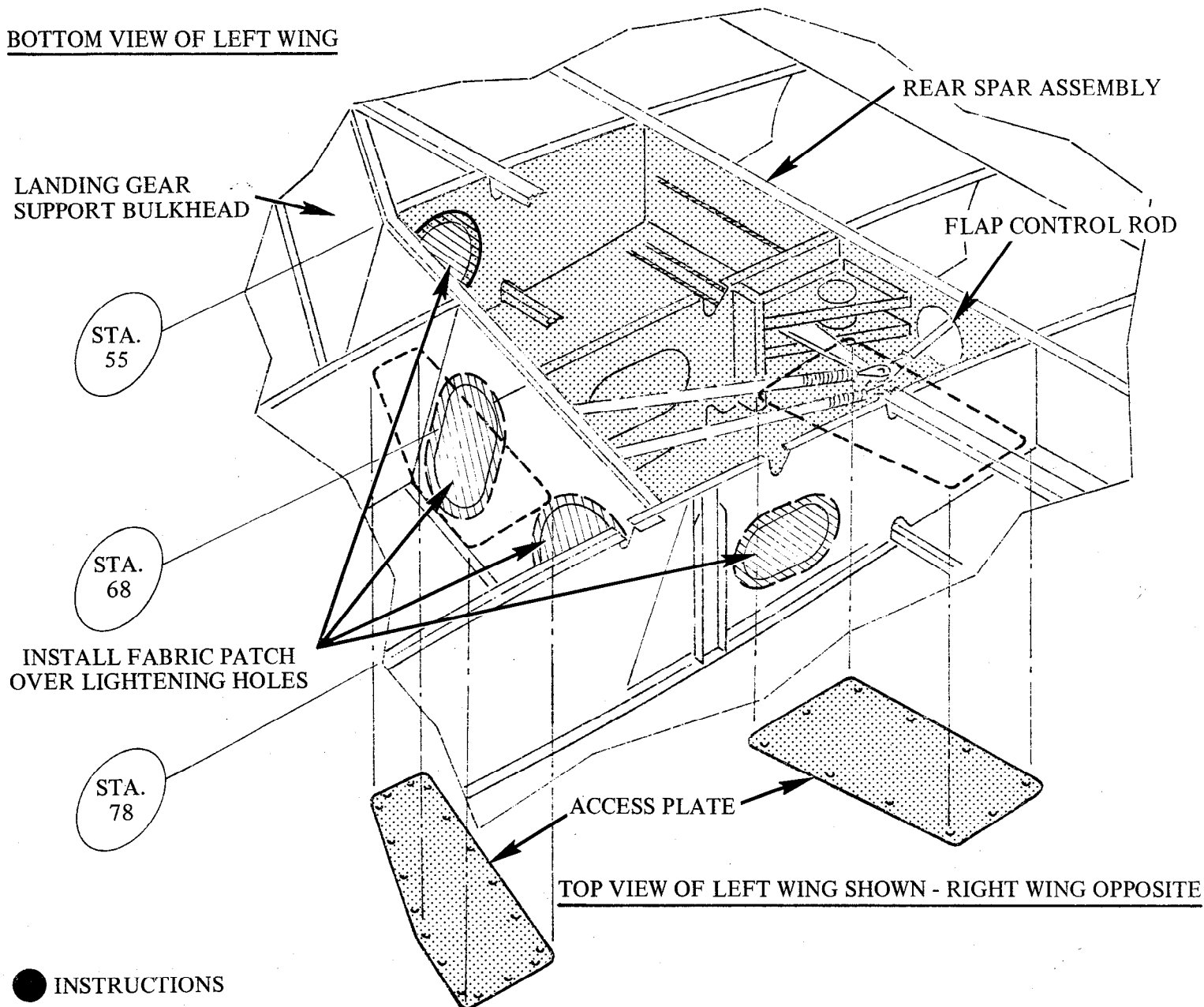
(over)



ACCESS PLATES

← FWD

← INBD

BOTTOM VIEW OF LEFT WINGTOP VIEW OF LEFT WING SHOWN - RIGHT WING OPPOSITE

● INSTRUCTIONS

1. Remove the two access plates located on the underside of the left and right wing panels as shown.
2. Thoroughly clean all internal surfaces of the left and right wing structure between wing stations 55 and 78, aft of the landing gear support bulkhead to the rear spar assembly removing oil, dirt, exhaust deposits and corrosion. Also clean the internal surfaces of the top and bottom skins and the two access plates. Cleaning procedures should be accomplished in accordance with applicable F.A.A. Regulations contained in AC43.13-1.
3. Seal lightening holes on ribs and bulkhead (refer to sketch) with patches of pre-doped fabric 6-3/8" diameter (Part No. 81232-59). Attach with 3M # EC-847 cement or equivalent.
4. Protect control cables, springs, flap bellcrank and flap control rod from paint buildup by applying tape.
5. Paint all internal area that was cleaned per Step 2 (denoted by shaded area on sketch) with Juneau White Acrylic Lacquer (6 oz. aerosol cans may be secured from Piper Aircraft Corporation under Part No. 754 757).
6. Remove masking tape from parts that were covered.
7. Apply a 1/8" bead of 3M Black Sealant # 1126 around the edge of the forward access plate and install. Apply Permagum Bead # 576 around the edge of the aft access plate, shellac the bead and install plate.