

# SERVICE



# LETTER

Service Letter No. 240

January 17, 1955

TO: All Distributors, Dealers, Owners and Operators

SUBJECT: PA-23 Landing Gear Actuating Lever

It has become apparent that a few Apache owners, pilots and service mechanics do not realize that the landing gear actuating lever should NEVER be moved from its neutral position unless there is full intention of putting the gears up or down.

The landing gears are held in the fully retracted position by hydraulic pressure only, and in the fully extended position by hydraulic pressure plus a mechanical "down lock".

The hydraulic pressure that holds the gears in position is locked in the system by closed poppet valves in the hydraulic power pak. Inasmuch as the opening and closing of the poppet valve is controlled by the gear actuating lever, any movement of the lever will open the valves and release the pressure. This is true whether the left engine is running or not.

With the engines running, of course, the gear will complete its cycle and retract or extend depending upon which position the lever is in. If the engines are not running, and the aircraft is resting on its landing gear, seemingly, nothing happens when the gear lever is moved; however, the hydraulic pressure is relieved and the mechanical "down lock" may become unlatched which might allow any one of the three gears to collapse.

We, therefore, deem it necessary to caution each owner, pilot and mechanic to refrain from moving the gear lever unless the aircraft is in the air or on jacks. In addition to this, it is imperative that the airplane be put on jacks **B E F O R E** any repair work or checking is started on the hydraulic system.

Very truly yours,

PIPER AIRCRAFT CORPORATION

*Rolland Boardman*  
Rolland Boardman  
Service Manager

RB:mh

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