



**PIPER**

**Customer Services**

# SERVICE LETTER

No. 595

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

October 11, 1971

---

Subject:

Wing Flap System Maintenance

Models and Serial Numbers Affected:

Models Affected

PA-24-250 and PA-24-260 Comanche

PA-24-400 Comanche

PA-30 Twin Comanche

PA-39 Twin Comanche C/R

Serial Numbers Affected

24-2563, 24-2844 and up.

26-1 and up.

30-1 to 30-2000 incl.

39-2 and up.

Compliance Time:

Recommended at the next 100 hour inspection or annual inspection, whichever occurs first and at each subsequent periodic inspection.

Purpose:

A few product serviceability reports have been received from Piper field service personnel relating to maintenance difficulties with the wing flap systems on the above referenced aircraft. Generally, these reports describe situations in which one or both wing flaps will not retract to the full up position, or the flap retraction is somewhat hesitant.

The intent of this Service Letter is to review wing flap system maintenance practices necessary for proper flap operation, with special attention directed to the flap roller/flap track function. Consult the appropriate aircraft service manual for further wing flap system maintenance data.

Instructions:

1. Identification: There are two types of flap rollers presently in service; the steel type roller, used on earlier models, and nylon rollers, used on later models. Regardless of the type roller installed, cleanliness of the rollers and the flap track is essential for smooth, troublefree operation.
2. Inspection: To determine that the flaps move freely and smoothly up and down, disconnect the inboard springs and the flap control rod from the flap. The flap should move freely up and down; if this is not the case, inspect flap rollers and tracks for dirt, foreign material, paint or damage. Clean, lubricate (if applicable) or replace as necessary.

(over)

---

Instructions: (Continued)

3. Lubrication - steel rollers only: After cleaning, lubricate the flap rollers and track with Dupont's all purpose slip spray # 6611 only if the steel rollers are installed. Nylon type rollers must not be lubricated, but require periodic cleaning only. The Piper Periodic Inspection Report form relative to the above referenced aircraft prescribes appropriate flap track/roller inspection and maintenance intervals.

BALANCE OF SERVICE LETTER FORMAT NOT APPLICABLE.