

SERVICE



LETTER

Service Letter No. 461

September 28, 1965

TO: Distributors, Dealers, Certified Service Centers
and Owners

SUBJECT: Inspection of Propeller Blades

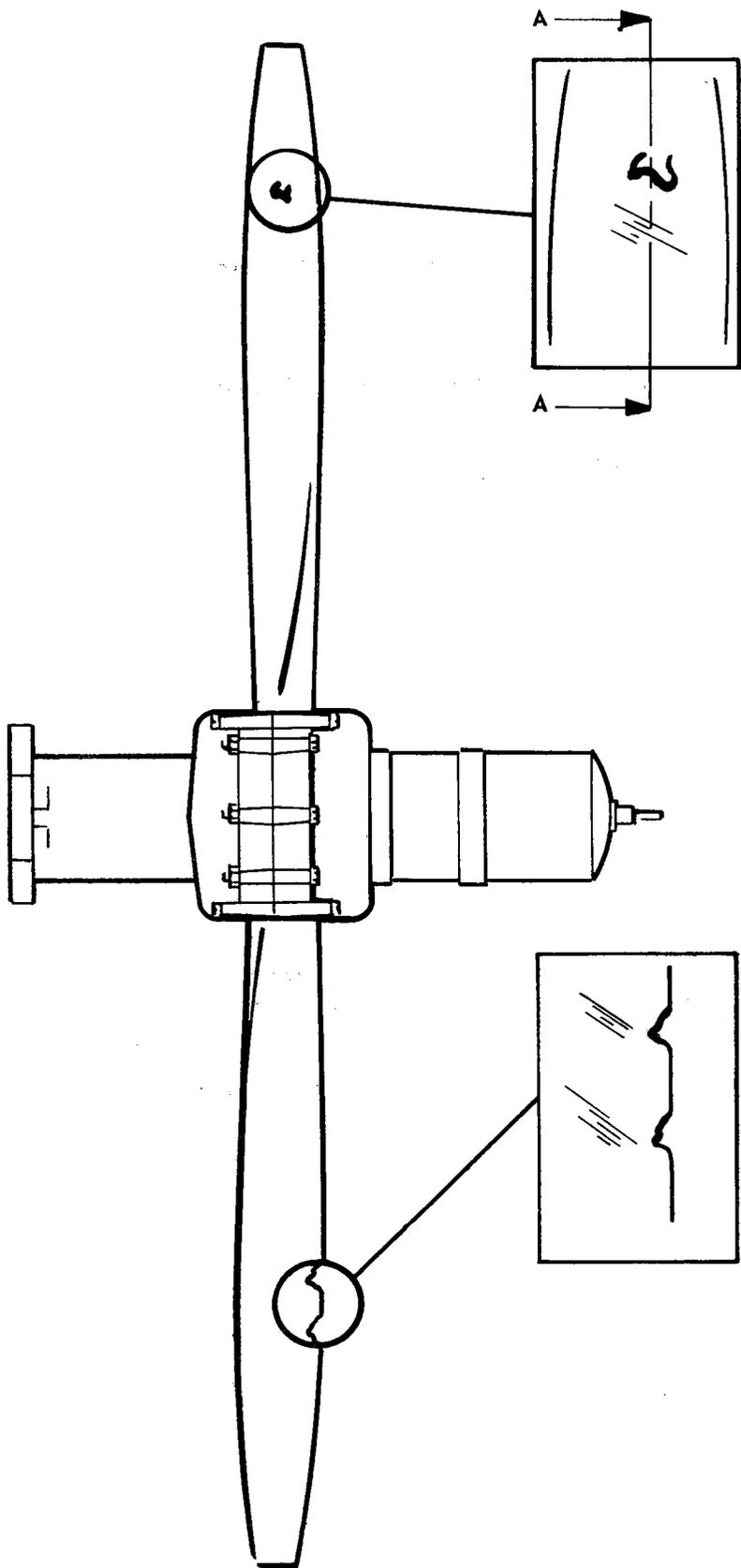
MODELS AFFECTED: All PA-30 Twin Comanche Aircraft

It is imperative that during the daily pre-flight inspection, propeller blades be examined for evidence of scratches, nicks or cracks, and if any are noted, they must be remedied immediately to preclude the possibility of propeller blade failure.

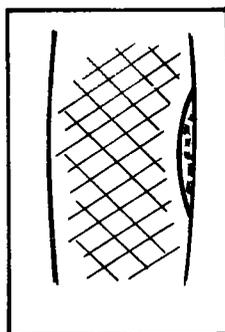
Nicks in leading edges of blades should be filed out and all edges rounded, as cracks sometimes start from such places. Use fine emery cloth for finishing. C. A. Manual No. 18 may also be used as a reference for corrective measures. Severe damage should be referred to the Hartzell Propeller Company, Piqua, Ohio, or approved propeller repair stations for correction.

See sketch on the reverse side of this Service Letter for typical scratches, etc. and method of repair.

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



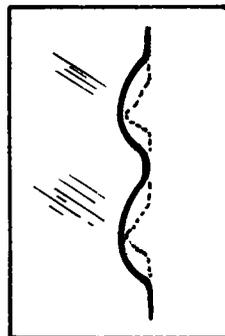
Exaggerated view of nick in face of blade.



SECTION AA-
Nick in face of blade removed by file and crocus cloth as recommended.



Exaggerated view of nicks in leading edge.



Recommended method for removing nicks by raffle file and crocus cloth. Blend deepest portion of nick into leading edge alignment with smooth curves.

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