



Piper Aircraft Corporation
Lock Haven, Pennsylvania, U.S.A.

SERVICE BULLETIN

No. 224

**PIPER CONSIDERS
COMPLIANCE MANDATORY.**

April 7, 1965

SUBJECT: Mitchell Bulletin No. A55 — Modification of Pitch Servo

MODELS AFFECTED: PA-24-250, PA-24-260 and PA-24-400 Comanches (as listed below)
PA-30 Twin Comanches (as listed below)

COMPLIANCE DATE: Prior to but not later than next 25 hours of operation

The modification outlined in Mitchell Industries, Inc. Bulletin No. A55 (copy attached) is applicable to the aircraft listed below by serial numbers:

PA-24-250 Comanches

Applies only to field installation of AltiMatic II with rack and pinion servo.

PA-24-260 Comanches

24-4000	24-4048	24-4081	24-4112	24-4162	24-4199
24-4012	24-4049	24-4083	24-4127	24-4170	24-4201
24-4018	24-4053	24-4100	24-4143	24-4181	24-4205
24-4036	24-4055	24-4105	24-4148	24-4190	24-4209
24-4040	24-4057	24-4108	24-4152	24-4194	

PA-24-400 Comanches

26-2	26-10	26-20	26-35	26-43	26-52	26-75	26-89	26-113
26-3	26-12	26-21	26-36	26-44	26-54	26-76	26-91	26-114
26-5	26-13	26-29	26-37	26-45	26-61	26-78	26-95	26-116
26-6	26-15	26-30	26-38	26-46	26-62	26-82	26-96	26-119
26-7	26-17	26-31	26-39	26-48	26-63	26-83	26-99	26-120
26-8	26-18	26-33	26-40	26-49	26-67	26-86	26-102	26-121
26-9	26-19	26-34	26-42	26-51	26-74	26-88	26-106	26-123

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PA-30 Twin Comanches

30-549	30-585	30-612	30-645	30-668	30-696	30-720	30-745	30-774
30-551	30-588	30-614	30-647	30-669	30-698	30-721	30-746	30-775
30-553	30-591	30-615	30-648	30-671	30-699	30-722	30-750	30-776
30-554	30-592	30-621	30-649	30-672	30-700	30-724	30-752	30-784
30-556	30-593	30-622	30-651	30-673	30-702	30-726	30-754	30-785
30-557	30-595	30-624	30-652	30-678	30-703	30-727	30-755	30-789
30-565	30-596	30-625	30-654	30-679	30-706	30-729	30-756	30-793
30-566	30-597	30-626	30-655	30-680	30-707	30-730	30-760	30-803
30-569	30-600	30-627	30-658	30-682	30-709	30-731	30-763	
30-572	30-602	30-632	30-659	30-684	30-710	30-734	30-764	
30-574	30-603	30-633	30-660	30-687	30-711	30-735	30-765	
30-575	30-604	30-636	30-661	30-688	30-713	30-738	30-766	
30-579	30-607	30-638	30-664	30-690	30-715	30-739	30-767	
30-583	30-610	30-639	30-665	30-691	30-717	30-742	30-768	
30-584	30-611	30-640	30-667	30-693	30-719	30-744	30-771	

Compliance with this Service Bulletin will be required on all AltiMatic kits in inventory, as follows: Kits Numbers 756 836, 756 837, 756 842 and 756 843. Also, any field installations made prior to the issuance date of this Bulletin and any stock of pitch servos, part number 753 678, received prior to the issuance of this Bulletin must also be modified.

NOTES

1. See Piper Electronic News Letter No. EL-48 for lubrication instructions
2. See attached sketch for details and installation of fairlead which is a part of this modification.

IMPORTANT

DO NOT FAIL TO COMPLY WITH PARAGRAPH G OF MITCHELL BULLETIN REQUESTING RETURN OF RACK ASSEMBLY WITH SERVO SERIAL NUMBER INDICATED.

Distributors shall order Kit 756 923 in sufficient quantities to comply with this Bulletin. Credit will be issued for the kit and five (5) hours of labor upon return of this servo rack, Piper part number 755 942, (Mitchell No. 44A75-1), accompanied by a Warranty and Credit Claim. It will not be necessary to secure prior claim authorization.

June 11, 1965

SUPPLEMENT TO SERVICE BULLETIN NO. 224

SUBJECT: Mitchell Bulletin No. A-55 - Modification of Pitch Servo

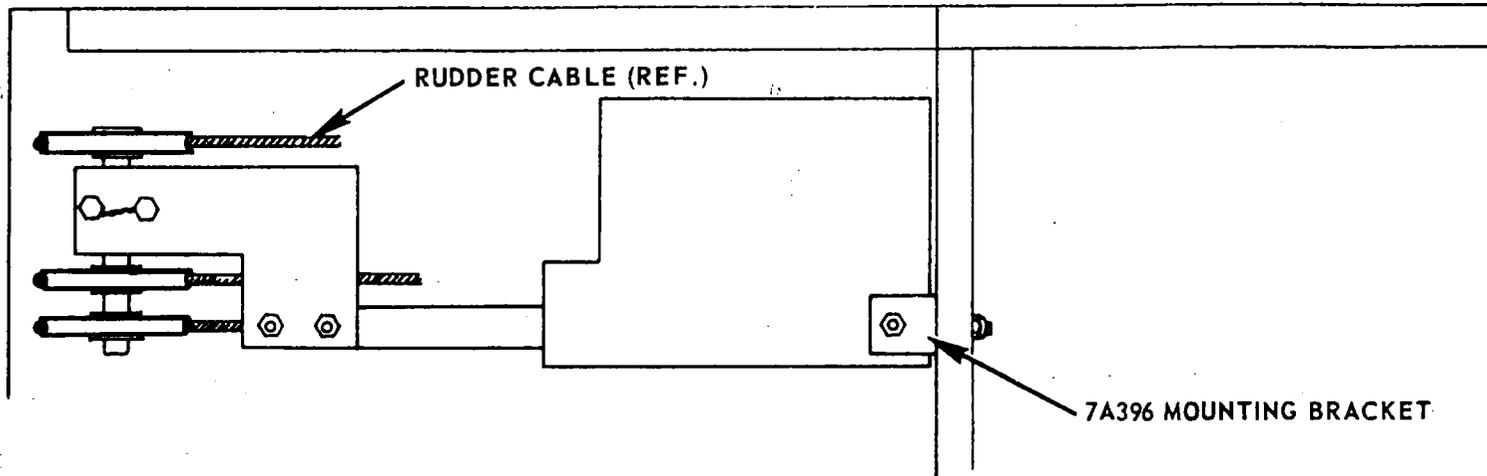
There have been several reports of interference occurring between the pitch servo rack assembly and the screw heads of the AN510-10R16 screws that attach the forward end of the servo to the forward mounting bracket. These screw heads should be inspected to be sure they are flush.

If the screws are not flush, then the pitch servo spacer block, part number 25422 should be removed and the two (2) holes increased to 1/4" diameter. Any subsequent installation should have the holes in the pitch servo block, part number 25422, drilled to 1/4" before it is installed.

NOTE

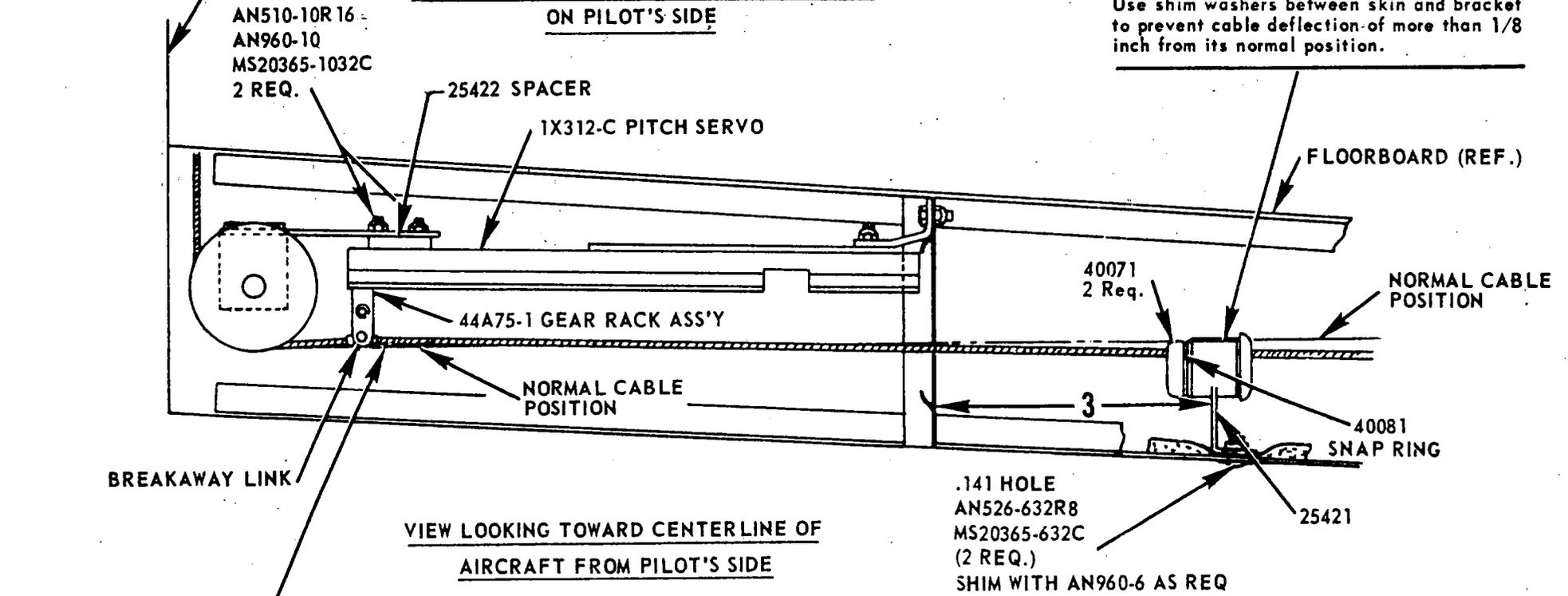
This supplement is a part of and must be attached to Service Bulletin No. 224.

650525



Install this bracket so the upper portion of the fairlead contacts the top of the cable. Use shim washers between skin and bracket to prevent cable deflection of more than 1/8 inch from its normal position.

VIEW LOOKING DOWN THROUGH FLOORBOARD ON PILOT'S SIDE



Cable must have upward deflection of 1/16" thru full travel of rack assy.

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