

SERVICE



LETTER

Service Letter No. 176

August 10, 1951

TO: Distributors and Dealers

SUBJECT: Stabilizer Adjustment Mechanism

MODELS AFFECTED: All 1950 and 1951 Model PA-20 Airplanes, and All 1951 Model PA-22 Airplanes

During the past several months, we have received numerous reports from the field, to the effect that the stabilizer adjustment mechanism on the above mentioned Models has been giving a little trouble.

We would like to take this opportunity to make a few suggestions which, we feel, in 90 per cent of the cases will entirely alleviate this problem.

1. Maintain proper cable tension. The cable tension must be checked regularly. Any service stretching may be taken care of on the 1950 PA-20 by adjusting the idler pulley. On the 1951 Models the cable tension is automatically taken care of by a spring device. If additional tension is required in the 1951 Models, the clamp which attaches the tension spring to the fuselage overhead in the cockpit may be loosened and moved aft to obtain additional adjustment.
2. The pulleys over which the stabilizer adjustment cable travels must be checked to see that they run freely and that the cable groove is clean.
3. The stabilizer adjustment cable itself must be cleaned to prevent friction slippage in the crank and screw pulleys.
4. The stabilizer adjustment screw itself must be well lubricated to insure free operation through its entire travel area.
5. The stabilizer adjustment screw must, also, be checked for straightness. In many instances, binding has been caused by a bent screw, due to rough handling or severe bumping of the stabilizer in that area.

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

Service Letter No. 176 (continued)

August 10, 1951

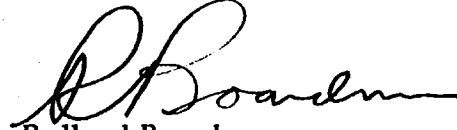
6. Both the stabilizer adjustment link liner tubes and the stabilizer rear attachment tubes must be inspected and lubricated regularly. Any corrosion or tendency toward seizure on the part of these tubes will increase the load on the stabilizer adjustment mechanism to such an extent that it will fail to work at all.

We have developed a stabilizer adjustment modification kit, Number 752 220, whereby the 1950 PA-20 Model stabilizer adjustment installation can be converted to the 1951 spring tension type. This kit lists for \$28.76 and is subject to your regular discount.

We are in the process of developing a kit to modify the 1950 PA-18 Super Cub installation and this will be made available if the demand is great enough.

Very truly yours,

PIPER AIRCRAFT CORPORATION



Rolland Boardman
Service Manager

RB:lh