



SERVICE BULLETIN

No. 267A

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

"FAA DOA EA-1 Approved"

May 28, 1968

(Supersedes No. 267)

- Subject: Flight Manual Revision
- Models Affected: PA-31 Navajo
- Serial Numbers Affected:
- I. 31-2 to 31-149 incl.
 - II. 31-150 to 31-223 incl., 31-225, 31-226, 31-228, 31-230 and 31-231
- Compliance Time: Prior to but not later than the next fifty (50) hours of operation (not to exceed July 15, 1968)
- Purpose: PA-31 Aircraft Flight Manual (Piper Report 1362) has been revised to include operating procedure and equipment list changes (see Instructions, below).
- Instructions:
- I. Serial Nos. 31-2 to 31-149 incl. only
 - (1.) The revised pages (Title page, i, ii, iii, 1, 1a, 2, 3, 4, 5, 8, 9, 14, 15, 16, 17, 18, 19, 20, 21, 27, 28, 37, 38, 38a, 38b, 43, 44, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66 and 67) of the PA-31 Navajo Flight Manual are to be inserted into the Flight Manual in lieu of the existing specified pages. The replaced pages must be removed from the aircraft and clearly marked "void".
 - (2.) The new revised equipment list indicates factory-installed equipment in the aircraft at the time of licensing, and has been transcribed from permanent factory inspection department records.

When the owner/operator receives his revised PA-31 flight manual data (see Availability of Parts, below), it should be checked with his present equipment list (factory-installed equipment only) to insure that the information supplied to him is correct. If any discrepancies exist, contact the Service Communications

(over)

Instructions: (Continued)

Department, Piper Aircraft Corporation, Lock Haven, Pa. immediately.

(3.) Field-installed equipment data must be transferred from the owner's existing flight manual equipment list to his new revised flight manual equipment list. It is the responsibility of the aircraft owner/operator to accomplish the exact transferral of field-installed equipment data from his existing flight manual equipment list to the new revised flight manual equipment list.

(4.) Make appropriate entry in aircraft log book.

II. Serial Nos. 31-150 to 31-223 incl., 31-225, 31-226, 31-228, 31-230 and 31-231 only

(1.) Revised pages (Title page, 1, 1a, 2, 17, 27, 49, 50, 51, 63 and 65) of the PA-31 Navajo Flight Manual are to be inserted into the flight manual in lieu of the existing specified pages. The replaced pages must be removed from the aircraft and clearly marked "void".

(2.) The new revised equipment list indicates factory-installed equipment in the aircraft at the time of licensing, and has been transcribed from permanent factory inspection department records.

When the owner/operator receives his revised PA-31 flight manual data (see Availability of Parts, below), it should be checked with his present equipment list (factory-installed equipment only) to insure that the information supplied to him is correct. If any discrepancies exist, contact the Service Communications Department, Piper Aircraft Corporation, Lock Haven, Pa. immediately.

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(4.) Make appropriate entry in aircraft log book.

Material Required:

I. Serial Nos. 31-2 to 31-149 incl. only

Pages (Title page, i, ii, iii, 1, 1a, 2, 3, 4, 5, 8, 9, 14, 15, 16, 17, 18, 19, 20, 21, 27, 28, 37, 38, 38a, 43, 44, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66 and 67) of the PA-31 Aircraft Flight Manual (Piper Report 1362).

Material Required: (Continued) II. Serial Nos. 31-150 to 31-223 incl., 31-225, 31-226, 31-228, 31-230 and 31-231 only
Pages (Title page, 1, 1a, 2, 17, 27, 49, 50, 51, 63 and 65) of the PA-31 Aircraft Flight Manual (Piper Report 1362)

Availability of Parts:

New revised flight manual data will be provided under separate cover on an automatic factory distribution basis to each Piper distributor for each PA-31 owner/operator in the distributors area; therefore, it will not be necessary to order the above referenced data. A copy of this bulletin will accompany each flight manual packet.

NOTE

Compliance cards are furnished with each flight manual packet and are to be filled out by the owner and returned to the Service Communications Department, Piper Aircraft Corporation, Lock Haven, Pennsylvania.