



# SERVICE LETTER

No. 698

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.

February 6, 1974 M

Subject:

Ground Handling (Towing) Recommendations

Models Affected:

PA-31 and PA-31-300 Navajo  
PA-31-350 Navajo Chieftain

Serial Numbers Affected:

31-2 and up  
31-5001 and up

Compliance Time:

Whenever the aircraft is towed with a powered tug.

Purpose:

An investigation of an increasing number of field service reports concerning broken or cracked nose gear housing turn stops and an excessively high demand for nose gear housing (Piper Part No. 40273-00) replacements, has revealed that, in most cases involving premature nose gear housing replacements, the aircraft was subjected to towing with power equipment. Further, it has also been determined that personnel operating the powered towing equipment may be exceeding the nose wheel turning radius of 20° either side of center. This turn limitation is depicted on the tow turn limits placard, which is a part of every nose gear strut housing. In addition, recommendations as to proper ground handling and towing practices are contained in the applicable Pilot's Operating Manual for the above referenced aircraft in the Handling and Servicing section.

The objective of this service release is to bring to the attention of owners and operators of the above referenced aircraft the necessity of observing the tow turn limitations relative to the nose gear housing, and to recommend strongly that all owners and operators, when their aircraft is subjected to **handling** with powered towing equipment, be sure to advise the equipment operator to carefully observe tow turn limits.

By taking a few moments to observe and put into effect the above precautions relative to ground handling practices, your time and money (spent on procuring and installing replacement nose gear housings) will be saved.

Instructions:

When the aircraft is subjected to ground handling by powered ground towing equipment, advise the equipment operator to observe the tow turn limits depicted on the nose gear strut  
(over)

Instructions: (continued)

assembly. Reference your Pilot's Operating Manual, Handling and Servicing section.

Material Required:

Not applicable.

Availability of Parts:

Not applicable.

Effectivity Date:

This Service Letter is effective February 18, 1974.

Summary:

We reiterate: Observance of and adherence to published recommendations relative to proper ground handling practices will save you, as owner and/or operator, time and money by preventing premature nose gear housing replacements.