



Customer Services

SERVICE LETTER

No.321

Piper Aircraft Corporation

Lock Haven, Pennsylvania, U.S.A.
July 8, 1959

TO: All Distributors, Dealers and Owners

SUBJECT: Piper AutoControl

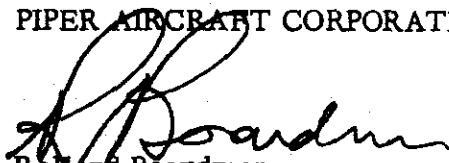
During the regular maintenance of airplanes equipped with the Piper AutoControl, we find that when washing the engine moisture is accumulating on the follow-up receptacle of the servo (Bracket CD3).

This moisture will short out the oscillator circuit and cause the AutoControl to become inoperative until the unit dries out. It is suggested that more care be exercised when washing the engine and also to install an automotive type spark plug moisture shield (Packard Terminal No. 287 14MM as supplied by United Motors).

A few amplifiers which have been returned to the factory indicate that the amplifier case has been rubbing the instrument panel access cover causing small aluminum particles to fall onto the trim and turn condenser, resulting in improper operation of the AutoControl. These particles also will impinge on the directional gyro filter. It is suggested that whenever the instrument panel access cover is removed for any reason, the clearance between the amplifier case and the cover be checked. If chafing has occurred, the amplifier should be taken off the directional gyro and the case removed. Inspect and clean the condenser with carbontetrachloride. Remove and clean the directional gyro filter. When reassembling the unit, make sure the damaged area is protected from further chafing by providing adequate clearance or by applying masking tape to the inside of the amplifier cover and moleskin adhesive to the outside of the cover.

Very truly yours,

PIPER AIRCRAFT CORPORATION


Roland Boardman
Service Manager

RB:mm