

Sektion 2. Utlandstillverkad flygmateriel

**TITEL:** Kontroll av nitar i stabilatorinfästningen

**GÄLLER:**                      Modell                                      Serienummer

PA24-180, PA24-250, PA24-260	24-1 t o m 24-5047
PA24-400	26-2 t o m 26-148
PA30	30-1 t o m 30-2000
PA39	39-1 t o m 39-155

**ÅTGÄRD:** Utför åtgärder angivna i bifogad kopia av FAA AD 94-13-10

**TID FÖR**  
**ÅTGÄRD:** Inom 100 flygtimmar räknat från detta LVD's utgivningsdatum. Och i intervall angivet i para 1(c) FAA AD 94-13-10.

**UNDERLAG:** Piper Service Bulletin 411A daterad 10 april 1974.

**REFERENS:** FAA AD 94-13-10

**UTGIVNINGS-**  
**DATUM:** 1994-08-25

**LFS: 1994:29**

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11. Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

# AIRWORTHINESS DIRECTIVE

Bilaga till LVD Nr 855A

FLIGHT STANDARDS SERVICE  
REGULATORY SUPPORT DIVISION  
P.O. BOX 26460  
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department  
of Transportation  
Federal Aviation  
Administration

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

**94-13-10 PIPER AIRCRAFT CORPORATION:** Amendment 39-8951; Docket No. 93-CE-60-AD; Supersedes AD 74-13-01, Amendment 39-1870.

**Applicability:** The following model and serial number airplanes, certificated in any category, that have not incorporated Piper Part No. 760 835 (Hi-Shear Rivet Replacement Kit) on all four stabilator torque tube bearing support fittings:

Model	Serial Numbers
PA24-180, PA24-250 and PA24-260	24-1 through 24-5047
PA24-400	26-2 through 26-148
PA30	30-1 through 30-2000
PA39	39-1 through 39-155

**NOTE 1:** Piper Part No. 760 835 (Hi-Shear Rivet Replacement Kit), may have been incorporated through compliance with AD 75-27-08, Amendment 39-2624. This AD requires inspecting the rivets of the stabilator torque tube bearing support fittings, and incorporating the referenced kit if any rivets are found misaligned. Airplanes incorporating this kit on all four stabilator torque tube bearing support fittings are not affected by this AD.

**Compliance:** Required within the next 100 hour time-in-service (TIS) after the effective date of this AD, unless already accomplished, and thereafter as indicated.

To prevent loss of pitch control because of looseness of the stabilator torque tube bearing support fittings, which could result in loss of control of the airplane, accomplish the following:

(a) Inspect the stabilator torque tube bearing support fittings for looseness by accomplishing the following:

- (1) Remove the tail cone and right rear aft fuselage access door.
- (2) Grasp the stabilator tip and shake the tip from left to right and up and down.

**NOTE 2:** Piper Service Bulletin 411A, dated April 10, 1974, specifies these same procedures for inspecting the stabilator torque tube bearing support fittings.

(b) If looseness is found during the inspection specified in paragraph (a) of this AD, prior to further flight, incorporate Piper Part No. 760 835 (Hi-Shear Rivet Replacement Kit) on the affected fitting, and reinstall the tail cone and right rear aft fuselage access door.

(c) If looseness is not found during the inspection specified in paragraph (a) of this AD, prior to further flight, reinstall the tail cone and right rear aft fuselage access door, and reinspect the stabilator torque tube bearing support fittings for looseness at intervals not to exceed 100 hours TIS until Piper Part No. 760 835 (Hi-Shear Rivet Replacement Kit) is incorporated on all four stabilator torque tube bearing support fittings.

(d) Incorporating Piper Part No. 760 835 (Hi-Shear Rivet Replacement Kit) on all four stabilator torque tube bearing support fittings is considered terminating action for the inspection requirement of this AD.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), 1669 Phoenix Parkway, Suite 210C, Atlanta, Georgia 30349. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO.

**NOTE 3:** Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

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(g) All persons affected by this directive may obtain copies of the document referred to herein upon request to the Piper Aircraft Corporation, 2926 Piper Drive, Vero Beach, Florida 32960; or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(h) This amendment (39-8951) supersedes AD 74-13-01, Amendment 39-1870.

(i) This amendment becomes effective on August 12, 1994.

**FOR FURTHER INFORMATION CONTACT:**

Christina Marsh, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, 1669 Phoenix Parkway, Suite 210C, Atlanta, Georgia 30349; telephone (404) 991-2910; facsimile (404) 991-3606.