

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll och modifiering av sidoroder

GÄLLER: Piper

| Modell | S/N |
|------------|-----------------------------|
| PA-34-200 | 34-7250001 t o m 34-7450220 |
| PA-34-200T | 34-7570001 t o m 34-8170092 |
| PA-34-220T | 34-8133001 t o m 34-8533012 |

ÅTGÄRD: För att undvika förlust av sidroderkontroll utför åtgärder angivna i bifogad kopia av FAA AD 82-08-04 och Piper SB 899 daterad februari 10, 1989 eller senare utgåva.

TID FÖR ÅTGÄRD: Inom 50 flygtimmar men ej överstigande 1 år från detta LVD's utgivningsdatum.

UNDERLAG: | FAA AD 92-08-04
Piper SB 899 daterad 90-02-10

REFERENS: | FAA AD 92-08-04

UTGIVNINGS-DATUM: 1992-06-25

LFS: 1992:17

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

OFFICE OF AVIATION SYSTEM STANDARDS
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. They 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 (FAR 39.3).

92-08-04 PIPER AIRCRAFT CORPORATION: Amendment 39-8215. Docket No. 91-CE-71-AD. Supersedes AD 90-17-04, Amendment 39-6674.

Applicability: Model PA34-200 airplanes (serial numbers (S/N) 34-7250001 through 34-7450220), Model PA34-200T airplanes (S/N 34-7570001 through 34-8170092), and Model PA34-220T airplanes (S/N 34-8133001 through 34-8533012), certificated in any category.

Compliance: Required as indicated, unless already accomplished.

To prevent failure of the torque tube fitting and possible loss of rudder control, accomplish the following:

(a) Within the next 50 hours time-in-service (TIS) after September 14, 1990 (the effective date of AD 90-17-04, Amendment 39-6674), inspect to determine whether the rudder torque tube fitting is steel or aluminum.

(1) If steel, inspect for proper attachment, and check the bolt torque in accordance with the criteria and instructions in Piper Service Bulletin (SB) No. 899, dated February 10, 1989. If fitting is improperly attached and bolt torque is incorrect, prior to further flight, properly attach fitting and torque to proper criteria as specified in and in accordance with the instructions in Piper SB No. 899, dated February 10, 1989.

(2) If aluminum, prior to further flight, replace with steel fitting in accordance with the instructions in Piper SB No. 899, dated February 10, 1989.

(b) If the steel fitting required by paragraph (a)(2) of this AD has been ordered but is not available, prior to further flight, accomplish the following:

(1) Visually inspect the aluminum fitting for corrosion. If any evidence of corrosion is found, remove and treat the corroded area in accordance with AC 43-13.1A.

(2) Dye penetrant inspect the aluminum fitting for cracks. If found cracked, replace with an aluminum fitting found to be free from cracks and corrosion.

(3) Visually inspect the aluminum fitting for proper attachment, cracks, and corrosion at intervals not to exceed 50 hours TIS.

(i) If fitting is found improperly attached or hardware is found loose, properly attach fitting in accordance with the instructions in Piper SB No. 899, dated February 10, 1989.

(ii) If any evidence of corrosion is found, remove and treat the corroded area in accordance with AC 43-13.1A.

(iii) If found cracked, replace with aluminum fitting found to be free from cracks and corrosion in accordance with the installation instructions in Piper SB No. 899, dated February 10, 1989.

(c) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the airplane to a location where the requirements of this AD can be accomplished.

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

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta Aircraft Certification Office.

(e) The checks and installations required by this AD shall be done in accordance with Piper Service Bulletin No. 899, dated February 10, 1989. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR Part 51. Copies may be obtained from the Piper Aircraft Corporation, Customer Services, 2926 Piper Drive, Vero Beach, Florida 32960. Copies may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 1100 L Street, NW; Room 8401, Washington, DC.

(f) This amendment (39-8215) supersedes AD 90-17-04, Amendment 39-6674.

(g) This amendment (39-8215) becomes effective on May 15, 1992.

FOR FURTHER INFORMATION CONTACT:

Mr. David Cundy, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, 1669 Phoenix Parkway, Suite 210C, Atlanta, Georgia 30349; Telephone (404) 991-2910; Facsimile (404) 991-3606.