

Sektion 2. Utlandstillverkad flygmateriel

R1

TITEL: Kontroll av stötstång i bakkroppen för höjdroder

GÄLLER: PA31, PA31A och PA31T alla modeller och S/N.

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA AD 93-24-02 R1.

**TID FÖR
ÅTGÄRD:** Inom 30 flygtimmar räknat från detta LVD's utgivningsdatum om ej tidigare utfört.

UNDERLAG: FAA AD 93-24-02 R1, kopia bifogad.

REFERENS: FAA AD 93-24-02 R1 samt LFV skrivelse L 9312-2157-31202 daterad 1993-12-23 och sänd till kända ägare och brukare.

**UTGIVNINGS-
DATUM:** 1994-03-03

LFS: 1994:7

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.



REVISED AIRWORTHINESS DIRECTIVE

FLIGHT STANDARDS SERVICE
REGULATORY SUPPORT DIVISION
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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).

Revises figure (see page 2).

93-24-02 R1 PIPER AIRCRAFT CORPORATION: Amendment 39-8810 which revises Amendment 39-8751. Docket No. 93-CE-57-AD.

Applicability: PA31, PA31P, and PA31T series airplanes (all models and serial numbers), certificated in any category.

Compliance: Required within the next 30 hours time-in-service after the effective date of this AD, unless already accomplished.

To prevent elevator control problems, which could lead to loss of control of the airplane, accomplish the following:

(a) Ensure that the elevator control tube assembly area is not damaged by accomplishing the following inspections and procedures:

(1) Gain access to the elevator controls in the tail by removing the bottom half of the tailcone and the fuselage side panels.

(2) Remove the long pushrod that connects the bellcrank and the elevator horn.

(3) Secure the aft end of the bungee link to the elevator horn with safety wire for removal and installation of the bungee attach bolt.

(4) Inspect, using FAA-approved magnetic procedures, the rod end shank and threads for cracks. If found cracked, prior to further flight, replace the rod end with part number (P/N) 49261-02 or P/N 452-658.

(5) Visually inspect the bearing in the rod end for wear and free movement. If wear is found or the bearing will not move, prior to further flight, replace the rod end with P/N 49261-02 or P/N 452-658.

(6) Inspect, using a 10X magnifying glass, the forward attach holes in the pushrod for cracks, corrosion, or elongation. If cracks, corrosion, or elongation is found, prior to further flight, replace the pushrod with P/N 40847-00, 40847-04, or 40847-07, as applicable.

(7) Visually inspect the forward and aft attach area to ensure that both a forward bolt, P/N 402 311 (AN 174-12A), and an aft bolt, P/N 402 317 (AN 174-11A), are installed. If either one of these bolts is not installed, prior to further flight, install the applicable bolt or replace the existing bolt with one of the applicable part number.

(8) Remove the safety wire, reinstall the pushrod, check to ensure that the elevator rigging is correct, and reinstall the bottom half of the tailcone and the fuselage side panels.

NOTE 1: Figure 1 of this AD illustrates the elevator assembly and the specific areas that are to be inspected.

(b) 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.

(c) 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: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(d) Information related to this AD may be examined at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

(e) This amendment (39-8810) revises AD 93-24-02, Amendment 39-8751.

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(f) This amendment becomes effective on February 15, 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.

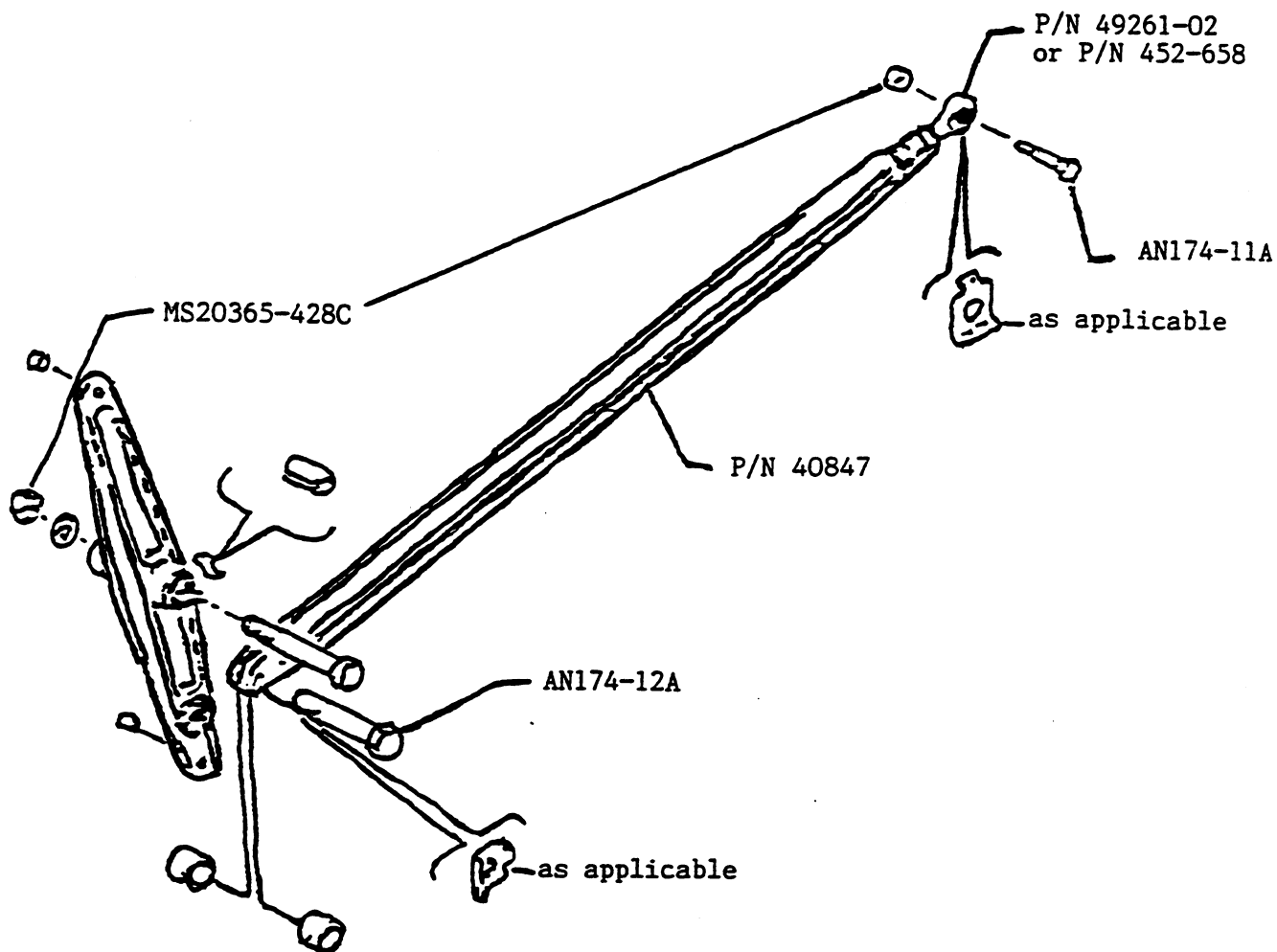


FIGURE 1