

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickundersökning av spant vid främre feninfästning, modifiering och utbyte av fästplatta

GÄLLER: PA-38-112 S/N 38-78A0001 t o m 38A0198.

ÅTGÄRD: Utför åtgärder angivna i Piper Service Bulletins nr 710 och 745 daterade 10 oktober 1982.

TID FÖR ÅTGÄRD: Inom tider och intervaller angivna i bifogad kopia av FAA AD 82-27-08.

UNDERLAG: Piper Service Bulletins nr 710 och 745 daterade 10 oktober 1982 eller senare utgåvor.
FAA AD 82-27-08.

REFERENS: FAA AD 82-27-08.

UTGIVNINGS-DATUM: 1995-06-08

LFS: 1995:34

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.

82-27-08

PIPER: Amendment 39-4529. Applies to Model PA-38-112 (S/Ns 38-78A0001 thru 38-82A0122) airplanes certificated in any category.

COMPLIANCE: Required as indicated after the effective date of this AD, unless already accomplished.

To prevent possible inflight failure of the fin and associated fuselage structure because of fatigue damage:

(a) On Model PA-38-112 (S/Ns 38-78A0001 through 38-80A0198) airplanes, accomplish the following as indicated:

(1) On airplanes which do not incorporate a Piper Kit (P/N 764427) on an undamaged forward fin spar, within 25 hours time-in-service on airplanes that have 300 or more hours time-in-service on the effective date of this AD or upon the accumulation of 325 hours time-in-service on airplanes that have less than 300 hours time-in-service on the effective date of this AD and at intervals not exceeding 100 hours time-in-service thereafter.

(i) Inspect the forward surface of the forward fin spar web (P/N 77601-03) in the area of the forward fin spar attachment fitting (P/N 77553-05) for cracks using a dye penetrant method. Remove two forward fin attachment bolts and displace fin spar 1/8" laterally in each direction to increase visibility of spar area adjacent to edge of attachment fitting. Remove any scuff marks on spar by burnishing prior to applying dye penetrant.

(ii) Prior to further flight, replace or repair forward fin spars having cracks exceeding one-half inch in length with forward fin spar (P/N 77601-13) and Piper Forward Fin Spar Modification Kit 764427 or an equivalent part. Replace or repair parts which have cracks less than one-half inch within 25 hours time-in-service.

(2) On airplanes which do not incorporate fuselage bulkhead assembly (P/N 77553-06), within 25 hours time-in-service on airplanes that have 300 or more hours time-in-service on the effective date of this AD or upon the accumulation of 325 hours time-in-service on airplanes that have less than 300 hours time-in-service on the effective date of this AD and intervals not exceeding 300 hours time-in-service thereafter.

(i) Inspect the fuselage bulkhead assembly (P/N 77553-02) at fuselage station 221.42, in the area of the forward fin spar attachment plate (P/N 77553-05), for cracks using a dye penetrant method or equivalent. Access to the aft side of the bulkhead may be obtained by removing rudder and adjacent access door and to front side by removing the luggage compartment rear partition. When using luggage compartment, provide a stand to support the aft fuselage and, in order to assure that no associated damage will occur during the inspection, provide a support board for the mechanic.

(ii) Prior to further flight, repair or replace bulkheads having cracks exceeding three-quarter inch in length with bulkhead assembly (P/N 77553-06), or equivalent part. Replace or repair parts which have cracks less than three-quarter inch in length within 25 hours time-in-service.

(3) On airplanes that do not incorporate a Piper (P/N 77601-16) aft vertical fin spar assembly, (P/N 85606-02) upper rudder hinge shim, and (P/N 85615-02) fuselage bulkhead assembly, prior to the accumulation of 2500 hours time-in-service or within 25 hours time-in-service on airplanes that have 2475 or more hours time-in-service, whichever is later on the effective date of this AD and at intervals not to exceed 200 hours time-in-service thereafter:

(i) Inspect the aft vertical fin spar (P/N 77601-02) for cracks in accordance with Piper Service Bulletin No. 745, Part IV, Instruction Section, using a dye penetrant method or equivalent.

(ii) Prior to further flight, if cracks are found, repair or replace aft fin spar (P/N 77601-02) and Aft Fuselage Bulkhead Assembly (P/N 77554-02), with Aft Vertical Fin Spar Assembly (P/N 77601-16), Upper Rudder Hinge Shim (P/N 85606-02), and Fuselage Bulkhead Assembly (P/N 85615-02).

(4) Within the next 25 hours time-in-service after the effective date of this AD or upon the accumulation of 3000 hours time-in-service, whichever is later, and thereafter at intervals not exceeding 3000 hours time-in-service, replace the forward fin spar attachment plate (P/N 77553-05) with a new part.

(b) On Model PA-38-112 (S/N 38-81A0001 through 38-82A0101) airplanes:

(1) On airplanes which do not have Piper Kit No. 764421 installed, within the next 25 hours time-in-service from the effective date of this AD or upon the attainment of 3000 hours time-in-service, whichever is later, and at intervals not to exceed 3000 hours time-in-service, replace the forward fin spar attachment plate (P/N 77553-05) with a new part.

(2) On aircraft with Piper Kit No. 764421 installed, within the next 25 hours time-in-service from the effective date of this AD or upon the attainment of 5000 hours time-in-service, whichever is later, and at intervals not to exceed 5000 hours time-in-service, replace the forward fin spar attachment plate (P/N 77553-05) with a new part.

(c) On Model PA-38-112 (Serial Nos. 38-82A0102 thru 38-82A0122) airplanes, within the next 25 hours time-in-service from the effective date of this AD, or upon the attainment of 5000 hours time-in-service, whichever is later, and at intervals not to exceed 5000 hours time-in-service, replace the forward fin spar attachment plate (P/N 77553-05) with a new part.

NOTE: Retirement time for the forward fin spar attachment plate (P/N 77553-05) on S/N 38-82A0123 and higher airplanes is contained in the Airplane Flight Manuals delivered with these airplanes.

(d) Airplanes may be flown to a location where the inspection, modification or repairs required by this AD may be accomplished in accordance with FAR 21.197 with prior approval of the Manager, New York Aircraft Certification Office, FAA, New England Region (see address below).

(e) Upon submission of substantiating data by an owner or operator through an FAA Maintenance Inspector, the Manager, New York Aircraft Certification Office, FAA, New England Region may adjust the compliance times specified in this AD.

Piper Service Bulletins Nos. 710 and 745, both dated October 10, 1982, refer to this subject.

(f) Repairs, equivalent parts or equivalent methods of compliance with this AD if used must be approved by the Manager, New York Aircraft Certification Office, FAA, New England Region, 181 South Franklin Avenue, Valley Stream, New York 11581; telephone 516-791-6221.

This amendment supersedes AD 81-04-07 RI, Amendment 39-4272 (46 FR 59530).

This amendment becomes effective on January 10, 1983.