

LUFTVÄRDIGHETSDIREKTIV (LVD)

A. Flygplan Piper LVD Nr 2741

Sektion 2. Utlandstillverkad flygmateriel

TITEL:

Sprickkontroll av skevrodrens inre fäste

GÄLLER:

PA 31 modeller och S/N angivna i bifogad kopia av FAA AD 96-12-

03

ATGÄRD:

Utför åtgärder angivna i Piper Service Bulletin No. 974 daterad 19

oktober 1994 eller Piper Service Bulletin No 967 daterad 24 januari

1994 eller senare utgåvor

TID FÖR

ATGÄRD:

Inom tider och intervaller angivna i FAA AD 96-21-03 räknat från 10

december 1996

UNDERLAG:

FAA AD 96-21-03

Piper Service Bulletin No 974 daterad 19 oktober 1994

Piper Service Bulletin No 967 daterad 24 januari 1994 eller senare

utgåvor

REFERENS:

FAA AD 96-21-03

BESLUTS

DATUM:

1996-11-18

LFS: 1996:66

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende 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.

Vikboplan 11

Civilair

AIRWORTHINESS DIRECTIVE



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).

96-21-03 THE NEW PIPER AIRCRAFT, INC.: Amendment 39-9780; Docket No. 95-CE-84-AD.

Applicability: The following airplane models and serial numbers that are not equipped with part number (P/N) 74461-02 (left) and P/N 74461-03 (right) inboard aileron hinge brackets, certificated in any category:

Models

Serial Numbers

(The following aircraft should reference Piper Service Bulletin No. 974, dated October 19, 1994)

PA31, PA31-300, and

PA31-325

31-2 through 31-8312019

PA31-350

31-5001 through 31-8553002

PA31P-350

31P-8414001 through 31P-8414050

PA31T3

31T-8275001 through 31T-8475001, and

31T-5575001

Models

Serial Numbers

(The following aircraft should reference Piper Service Bulletin No. 967, dated January 24, 1994)

PA31P

31P-1 through 31P-7730012, and 31P-03

PA31T

31T-7400002 through 31T-7400009, and

31T-7520001 through 31T-8120104

PA31T1

31T-7804001 through 31T-8304003, and

31T-1104004 through 31T-1104017

PA31T2

31T-8166001 through 31T-8166076, and

31T-1166001 through 31T-1166008

PA42

42-7800001 through 42-7800004, and

42-8001001 through 42-8001106

PA42-720

42-8301001, 42-8301002, 42-5501003 through 42-5501023, 42-5501025 through 42-5501027, 42-5501029 through 42-5501031, 42-5501033, and

42-5501039 through 42-5501059

PA42-720R

42-5501024, 42-5501028, 42-5501032, and

42-5501034 through 42-5501038

PA42-1000

42-5527002 through 42-5527044

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Upon the accumulation of 3,000 hours time-in-service (TIS), or within the next 100 hours TIS after the effective date of this AD, whichever occurs later, unless already accomplished.

NOTE 2: The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc. Level 2: (1), (2), (3), etc. Level 3: (i), (ii), (iii), etc.

Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

To prevent structural failure of the aileron caused by cracks in the area of the inboard aileron hinge bracket, which, if not detected and corrected, could result in loss of control of the airplane, accomplish the following:

- (a) Inspect (using dye penetrant methods) the area beneath and in the area of the inboard aileron hinge bracket on the aileron spar for cracks in accordance with the INSTRUCTIONS section of Piper service bulletin (SB) No. 967, dated January 24, 1994, or Piper SB No. 974, dated October 19, 1994, whichever service bulletin applies to the particular model and serial number.
 - (1) If cracks are found on the aileron spar:
- (i) Prior to further flight, inspect the corresponding aileron rib at the inboard aileron hinge bracket location;
- (ii) Prior to further flight, replace any cracked spar assembly and any cracked aileron rib in accordance with the applicable Maintenance Manual;
- (iii) Prior to further flight, replace the inboard aileron hinge brackets with an inboard aileron hinge bracket of improved design, part number (P/N) 74461-02 (left) and P/N 74461-03 (right), in accordance with the INSTRUCTIONS section of Piper SB No. 967, dated January 24, 1994, or Piper SB No. 974, dated October 19, 1994, as applicable.
- (2) If no cracks are found, prior to further flight, replace the inboard aileron hinge brackets with a part of improved design P/N 74461-02 (left) and P/N 74461-03 (right), in accordance with the INSTRUCTIONS section of Piper SB No. 967, dated January 24, 1994, or Piper SB No. 974, dated October 19, 1994, as applicable.
- (b) If the inboard aileron hinge brackets, P/N 74461-02 (left) or P/N 74461-03 (right) have been ordered from the manufacturer but are not available, prior to further flight, and thereafter at intervals not to exceed 100 hours TIS, dye penetrant inspect beneath and in the vicinity of the inboard aileron hinge bracket for cracks in accordance with the INSTRUCTIONS section of Piper SB No. 967, dated January 24, 1994, or Piper SB No. 974, dated October 19, 1994, as applicable.
- (c) If any one of the following occurs, prior to further flight, terminate the above repetitive inspections, replace any cracked aileron rib and any cracked spar assembly (if applicable), and replace the inboard aileron hinge bracket as specified in paragraph (a)(1)(iii) of this AD:
 - (1) Parts become available;
 - (2) An inboard aileron bracket hinge, aileron spar or aileron rib is found cracked; or
 - (3) 1,000 hours TIS are accumulated after the initial inspection required by this AD.
- (d) 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.
- (e) 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, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.
- NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta Aircraft Certification Office.
- (f) The inspections and replacements required by this AD shall be done in accordance with Piper Service Bulletin No. 967, dated January 24, 1994, or Piper Service Bulletin No. 974, dated October 19, 1994. 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 New Piper Aircraft, Inc., Attn: Customer Service, 2926 Piper Dr., 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, 800 North Capitol Street, NW., suite 700, Washington, DC.
 - (g) This amendment becomes effective on December 10, 1996.

FOR FURTHER INFORMATION CONTACT:

Christina Marsh, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7362; facsimile (404) 305-7348.