

Airworthiness Directive

▶ Federal Register Information

▼ Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

AD 60-01-07

Airworthiness Directives; Piper All Models PA-12, PA-14, PA-20, PA-22, PA-22 "135", PA-22 "150" and PA-22 "160" Series Aircraft

PDF Copy (If Available):

▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

▼ Regulatory Information

60-01-07 PIPER: Amdt. 77 Part 507 Federal Register January 15, 1960. Applies to All Models PA-12, PA-14, PA-20, PA-22, PA-22 "135", PA-22 "150" and PA-22 "160" Series Aircraft.

Compliance required not later than January 30, 1960, and at each 100 hours' time in service thereafter, except Model PA-22 compliance required within the next 100 hours' time in service after the effective date of this amendment, and at each 100 hours' time in service thereafter.

A number of failures of a tail brace wire, P/N 10074-2 or P/N 10074-3 have occurred. In

order to prevent the possibility of a catastrophic accident in the event one of these wires should fail, the following inspection shall be accomplished:

(a) Clean the tail brace wires and inspect for cracks, nicks, manufacturing flaws, and tool marks with a 10-power magnifying glass, paying particular attention to the leading and trailing edges. The wires may remain on the airplane for this inspection.

(b) Should cracks or nicks be found, it shall be acceptable to sand the affected area with No. 500 sandpaper or equivalent, to remove the cracks or nicks. Sanding shall not reduce the width of the wire by more than the 0.015 inch (1/64th). After the sanding operation the wires shall be painted to preclude corrosion of the sanded area. Any wire containing a crack or nick which cannot be removed by sanding within the specified limits shall be replaced. (The defective wires should be destroyed or permanently marked to prevent inadvertent reuse.)

(c) If the streamline tail brace wires, P/N 10074-2 and P/N 10074-3 are replaced by round tail brace wires, P/N 10555-2 and P/N 10556-2, respectively, the 100 hours' time in service repetitive inspections specified herein are no longer required. Attach the round tail brace wires using the following parts:

(1) Fuselage tie rod attachment: AN 3-5A bolt, MS 20365-1032C nut.

(2) Stabilizer toe rod attachment: AN 3-15A bolt, Piper P/N 82732-72 bushings, AN 960-10 washer, MS 20363-1032C nut.

(3) Fin tie rod attachments: AN 4-15A bolt, Piper P/N 40131 radius washers, MS 20365-428C nut.

(Piper Service Bulletin No. 183 dated November 9, 1959 and Piper Service Letter No. 400 dated March 20, 1963, covers this subject.)

Revised September 30, 1960.

Revised May 29, 1963.

▼ Footer Information

▼ Comments