

Airworthiness Directive

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-6453; **AD 90-02-06**

Airworthiness Directives; PIPER Models PA-25, PA-25-235, and PA-25-260 Airplanes
PDF Copy (If Available):

▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective February 8, 1990.

▼ Regulatory Information

90-02-06 PIPER: Amendment 39-6453.

Applicability: Models PA-25, PA-25-235, and PA-25-260 (all Serial Numbers) airplanes certificated in any category which have incorporated the metal wing skin modification by Supplemental Type Certificate (STC) SA501SW.

Compliance: Required upon the accumulation of 500 hours time-in-service since incorporation of STC SA501SW, or within the next 25 hours time-in-service after the effective date of this AD, whichever is later, unless previously accomplished.

To detect cracks or other damage in the forward wing spar cap(s), accomplish the

following:

- (a) Remove the wing walk lower rear and lower front (leading edge) skin panels from each wing.
 - (b) Detach the leading edge and lower wing skin panels of each wing sufficiently to allow inspection of the left and right spar lower cap from the wing-fuselage attach lug to the wing-compression strut attachment.
 - (c) Visually inspect the uncovered lower front spar caps for cracks using a 10-power (10X) glass, and also with standard dye or fluorescent penetrant inspection procedures. Place special attention to the holes common to the bulbed spar flange with the wing ribs and the wing attach angles.
 - (d) If no cracks are found, reinstall the lower wing skin and leading edge panels in accordance with STC SA501SW.
 - (e) If cracks are found in the wing front spar cap(s), prior to further flight remove and replace the spar(s) with serviceable part(s) of the same part number and reinstall the wing skins and panels in accordance with STC SA501SW.
 - (f) Within seven days after the completion of the inspections required above, submit a report of results of all inspections, positive or negative, to the Manager, Special Programs Office, FAA, Fort Worth, Texas 76193-0190. Reports must include the airplane serial number, aircraft total time, time since STC SA501SW was installed, and time since compliance with AD 80-21-08.
- If cracks are found, reports must also include crack location and total crack length to the nearest tenth of an inch. (Reporting approved by the Office of Management and Budget under OMB Control No. 2120-0056.)
- (g) An alternate method of compliance or adjustment of the compliance time which provides an equivalent level of safety, may be approved by the Manager, Special Programs Office, FAA, Fort Worth, Texas 76193-0190.

NOTE: The request should be forwarded through an FAA Maintenance Inspector, who may add comments and then send it to the Manager, Special Programs Office.

All persons affected by this directive may obtain copies of the document referred to herein upon request to Hutcherson Air Service, P.O. Box 940, Plainview, Texas 79072, or may examine this document at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment (39-6453, **AD 90-02-06**) becomes effective on February 8, 1990.

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