

## Airworthiness Directive

### ▶ Federal Register Information

#### ▼ Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-1772; AD 73-26-01

Airworthiness Directives; Piper Model PA-25, PA-25-235, and PA-25-260 Airplanes  
**PDF Copy (If Available):**

#### ▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective January 28, 1974.

#### ▼ Regulatory Information

**73-26-01 PIPER:** Amdt. 39-1754 as amended by Amendment 39-1772. Applies to Model PA-25 airplanes Serial Numbers 25-1 through 25-1999, PA-25-235 and PA-25-260, Serial Numbers 25-02 and 25-2000 through 25-74005573, certificated in all categories.

Compliance required as indicated. For Model PA-25-235 and Model PA-25-260 airplanes with forward wing spar(s) with 2000 hours or more time in service on the effective date of this AD, compliance is required within 5 hours time in service after the effective date of this AD, unless already accomplished within the last 295 hours time in service, and thereafter at intervals not to exceed 300 hours time in service from last inspection. For Model PA-25-235 and Model PA-25-260 airplanes with forward wing

spar(s) with less than 2000 hours time in service on the effective date of this AD, compliance is required upon accumulation of 2000 hours time in service or within the next 5 hours time in service, whichever is later, unless already accomplished within the last 295 hours time in service, and thereafter at intervals not to exceed 300 hours time in service from last inspection. For Model PA-25 (150 h.p.) airplanes, compliance is required upon accumulation of 2000 hours wing spar time in service or within the next five hours time in service after the effective date of this AD, whichever is later, unless already accomplished.

To detect cracks in the forward wing spar, accomplish the following:

(a) Remove left and right wing from fuselage.

(b) Remove wing attach fitting located on each forward wing spar root.

(c) Using standard dye or fluorescent penetrant inspection procedures, or equivalent approved by the Chief, Engineering and manufacturing Branch, FAA Southern Region, inspect the following areas for cracks:

1. The inboard end of left and right forward spar web and doubler in the area of wing spar attach fitting bolt holes.

2. The left and right forward spar lower cap rear flange around the inboard four skin attachment holes.

(d) If cracks are found as a result of the inspections required in paragraph (c), the affected parts must be replaced with serviceable parts of the same part number or repaired in accordance with the instructions contained in Piper Service Bulletin No. 414, before further flight.

(e) When Piper Kit No. 760840, Spar Web Reinforcement Plate or equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region, is installed immediately after inspection and repair as required by this AD, repetitive inspections at 300 hour intervals are no longer necessary.

(f) Report in writing within 10 days any cracks found during the inspections required by this AD to Chief, Engineering and Manufacturing Branch, ASO-210, FAA, Southern Region, P.O. Box 20636, Atlanta, Georgia 30320. Each report must include aircraft model, serial and registration numbers, location of cracks, length of cracks and number of hours wing spar time in service. (Reporting approved by the Bureau of the Budget under BOB No. 04-R0174.)

Piper Service Bulletin No. 410 pertains to the inspections required by this AD and Piper Service Bulletin No. 414 pertains to Piper Kit No. 760840, Spar Web Reinforcement Plate.

Amendment 39-1754 became effective December 17, 1973 for all persons except those to whom it was made effective upon receipt of the airmail letter dated December 7, 1973 which contained this amendment.

The Amendment 39-1772 becomes effective January 28, 1974.

▼ **Footer Information**

▼ **Comments**

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