

Airworthiness Directive

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-1690; AD 73-15-05

Airworthiness Directives; Piper Model PA-25-235 Airplanes

PDF Copy (If Available):

▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective July 27, 1973.

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73-15-05 PIPER: Amendment 39-1690. Applies to Model PA-25-235 Airplanes, Serial Numbers 25-02 and 25-2000 through 25-3731 which have not added reinforcement sleeves to the fuselage longerons aft of the wing strut attach fitting as indicated in AD 66-7-6, Piper Service Letter Number 463, or Piper Service Bulletin Number 341.

Compliance required within the next 25 hours' time in service after the effective date of this AD unless already accomplished within the last 275 hours time in service, and thereafter at intervals not to exceed 300 hours time in service from the last inspection until repair of longerons as called for in paragraph (c) or the addition of reinforcement sleeves per Piper Service Bulletin Number 341 or FAA approved equivalent. In any event the addition of reinforcement sleeves must be accomplished within 625 hours

time in service from the effective date of this AD.

(a) Inspect the left and right 7/8 inch x 0.035 inch upper longerons, P/N 61001-5, located in the hopper bay, for cracks by dye penetrant technique and a glass of at least 10-power, or by X-ray inspection in accordance with Piper Service Letter Number 463A, dated February 14, 1966, or later FAA approved revision, or by an equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region.

NOTE: If the inspection specified in (a) is accomplished by the dye penetrant technique, which requires removal of the hopper tank, particular attention should be given to the area of the forward hopper attachment fittings.

(b) If cracks are found during the inspection required by (a), inspect the right and left 3/4 inch x 0.035 inch upper longerons, P/N's 64001-13 and -14, located in the fuel bay, for cracks by dye penetrant technique and a glass of at least 10 power.

(c) Repair longerons with cracks aft of the wing lift strut fitting in accordance with Piper Service Letter Number 463, dated November 12, 1965, or later FAA approved revision, or an FAA approved equivalent. Repair longerons with cracks forward of the wing lift strut fitting in an FAA approved manner.

This supersedes AD 66-07-06.

This amendment becomes effective July 27, 1973.

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