

AIRWORTHINESS DIRECTIVE REVISION

AVIATION STANDARDS NATIONAL FIELD OFFICE
P.O. BOX 26488
OKLAHOMA CITY, OKLAHOMA 73125

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. They 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 (FAR 39.3).

87-08-08 R1 PIPER AIRCRAFT CORPORATION: Amendment 39-5615 as amended by Amendment 39-5669. Applies to Model PA-28 series (all serial numbers (S/N)) except the Model PA-28-236; Model PA-28-201T (S/N 28-7921001 through 28-7921091); Model PA-32-260 (S/N 32-1 through 32-7800008); and Model PA-32-300 (S/N 32-40000 through 32-7840202) airplanes certificated in any category.

Compliance: For airplanes with less than 5,000 hours time-in-service (TIS) on the effective date of this AD, prior to accumulating 5,050 hours TIS; and for airplanes with 5,000 hours or more TIS on the effective date of this AD, within the next 50 hours TIS, unless already accomplished.

To prevent the propagation of cracks in the wing lower spar cap fuselage attachments and subsequent separation of the wing, accomplish the following:

(a) Remove both wings in accordance with Piper Service Letter No. 997, dated May 14, 1987.

NOTE: CAUTION: Use extreme care in removing and replacing the wing main spar to the fuselage attachment bolts (eighteen per side) to preclude damaging the bolt holes. Do not drive the bolts in or out of the holes. As the bolts are removed, number each bolt and hole to ensure replacement in the same hole. Use proper torque values when installing bolts. If replacement of some of the bolts is required, ensure proper part number and grip length. Installation of new MS 20365-624C nuts on the main spar attach bolts during wing reinstallation is recommended.

(b) Visually inspect, using a 10-power minimum glass and a dye-penetrant method or equivalent, for cracks in the wing lower spar cap from the wing skin line outboard of the outboard row of wing attach bolt holes to an area midway between the second and third row of bolt holes from the outboard row.

(1) If no cracks are found, prior to further flight, accomplish the actions specified in paragraph (c) below.

(2) If any cracks are found, prior to further flight, replace the spar or wing with a serviceable unit shown to be free of cracks when subjected to the inspections specified in this paragraph.

(c) Visually inspect for cracks in each upper wing skin adjacent to the fuselage and forward of each main spar.

(1) If no cracks are found, reinstall the wings in accordance with the instructions in the applicable Piper Maintenance Manual for that airplane.

(2) If cracks are found, prior to further flight, repair in accordance with AC 43.13-1A, and reinstall the wings in accordance with the instructions in the applicable Piper

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(d) Within five days after completion of the inspections specified in this AD, report the results of the inspections, both positive and negative findings, to the National Safety Data Branch, AVN-120, P.O. Box 25082, Oklahoma City, Oklahoma 73125; Telephone (405) 686-4391. Reports can be made either by telephone or by letter, but must include the owner's name and telephone number, airplane model and S/N, total airframe time, type of operation, and inspection results. (Reporting approved by the Office of Management and Budget under OMB No. 2120-0056.)

(e) Airplanes may be flown in accordance with FAR 21.197 to a location where this AD may be accomplished.

(f) An equivalent means of compliance with this AD may be used if approved by the Manager, Atlanta Aircraft Certification Office, ACE-115A, FAA, Central Region, Suite 210, 1669 Phoenix Parkway, Atlanta, Georgia 30349.

All persons affected by this directive may obtain copies of the documents referred to herein upon request to Piper Aircraft Corporation, 2926 Piper Drive, Vero Beach, Florida 32960; Telephone (305) 567-4361; or may examine the documents referred to herein at FAA, Office of the Regional Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

Amendment 39-5615 became effective on May 5, 1987.

This amendment, 39-5669, becomes effective on August 12, 1987.

FOR FURTHER INFORMATION CONTACT:

Charles L. Perry, ACE-120A, Aerospace Engineer, Airframe Branch, Atlanta Aircraft Certification Office, FAA, Suite 210, 1669 Phoenix Parkway, Atlanta, Georgia, 30349; Telephone (404) 991-2910.