

AIRWORTHINESS DIRECTIVES FINAL RULES: 66-28-06

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AMENDMENT: 39-311

AD NUMBER: 66-28-06

SUBJECT HEADING: Airworthiness Directives; PIPER Model PA-30 Airplanes

ACTION:

SUMMARY:

DATES: Effective November 25, 1966.

ADDRESSES:

FOR FURTHER INFORMATION CONTACT:

SUPPLEMENTARY INFORMATION:

REGULATORY TEXT:

66-28-06 PIPER: Amdt. 39-311 Part 39 Federal Register November 15, 1966. Applies to Model PA-30 Airplanes, Serial Numbers 30-853, 30-902 through 30-1080, 30-1082 through 30-1136, 30-1138 through 30-1198, 30-1200 through 30-1217, 30-1219 through 30-1226, and 30-1228 through 30-1253.

Compliance required as indicated, unless already accomplished.

As a result of excessive vibration that could result in partial failure of the stabilator, accomplish the following:

(a) Within the next 10 hours' time in service after May 3, 1966, attach the following operating limitation placard to the airspeed indicator in full view of the pilot:

"Do not exceed 218 mph (190 knots) IAS."

(b) Within the next 50 hours' time in service after November 25, 1966, accomplish one of the following, as applicable, or an equivalent approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region:

(1) For airplanes that have had the stabilator or stabilator trim tab repainted, altered, or repaired after leaving the factory, balance the stabilator in accordance with Piper Service Bulletin No. 229A, dated June 17, 1966, and Sketches A and B. Endorse the airplane log book to indicate whether the stabilator was balanced in accordance with (c) or (d) of Piper Service Bulletin No. 229A.

(2) For airplanes that have not had the stabilator or stabilator trim tab repainted, altered, or repainted after leaving the factory, add balance weights, Piper P/Ns 25780- 02 and 25780-03, to the stabilizer arm by means of AN 4-36A bolt, AN 960-416 washers and MS 20365-428C nut in accordance with Piper Service Bulletin No. 229A, dated June 17, 1966, and Sketch A. If plates, Piper P/N 23179-00, are presently installed, they must all be installed on the left side of the balance weight arm as shown in Piper Service Bulletin No. 229A, Sketch A. Ensure that stabilator controls have proper movement before further flight.

(c) After modification in accordance with either (b)(1) or (b)(2), the placard installed in accordance with (a) may be removed and replaced with operating limitation placard, Piper P/N SK-1835, which limits the Never Exceed Operating Airspeed to 230 mph, or an FAA-approved equivalent in accordance with Piper Service Bulletin No. 235, dated September 16, 1966, or an FAA-approved equivalent. However, this placard shall not be installed on airplanes that have a Never Exceed Operating Airspeed lower than 230 mph because of supplemental type certificate limitations, or FAA Form 337 approval limitations.

NOTE: The modification approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region and described in a memorandum dated July 20, 1966, is no longer applicable since the AD to which it was related is superseded by this directive.

(d) After modification in accordance with either (b)(1) or (b)(2), replace existing DMCR-approved Airplane Flight Manual Piper Report No. 1269, dated February 5, 1963, revised November 8, 1965, with DMCR-approved Airplane Flight Manual, Piper Report No. 1269, dated February 5, 1963, DOA-approved revision dated August 31, 1966.

NOTE: Existing Airplane Flight Manual supplements are still valid. Only the Basic Airplane Flight Manual should be replaced. For the requirements regarding the revising of the aircraft permanent maintenance record to reflect the 2.5 pounds added to the stabilator at a moment arm of 231.34 inches aft of datum during the modification specified in (b)(1) or (b)(2), see FAR 91.173.

This supersedes AD 66-12-02.

This directive effective November 25, 1966.

FOOTER: