

AIRWORTHINESS DIRECTIVES FINAL RULES: 72-22-05

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AMENDMENT: 39-2052

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SUBJECT HEADING: Airworthiness Directives; Piper Models PA-24, PA-24-250, and PA-24-260 Airplanes

ACTION:

SUMMARY:

DATES: Effective December 26, 1974.

ADDRESSES:

FOR FURTHER INFORMATION CONTACT:

SUPPLEMENTARY INFORMATION:

REGULATORY TEXT:

72-22-05 PIPER: Amendment 39-1545 as amended by Amendment 39-2052. Applies to PA-24, PA-24-250 and PA-24-260 airplanes certificated in all categories.

To prevent possible adverse airplane vibration effects, accomplish the following:

1. Within the next 10 hours in service after the effective date of this Airworthiness Directive, unless already accomplished, attach the following operating limitation placard near the airspeed indicator in full view of the pilot:

- a. For PA-24 type airplanes, "Do not exceed 188 mph cas (Vne)".
- b. For PA-24-250 and PA-24-260 type airplanes, "Max. structural cruising: 167 mph cas (Vno). Do not exceed 188 mph cas (Vne)."

2. Within three (3) months after the effective date of this Airworthiness Directive, accomplish either:

- a. An alteration of the red radial Vne line and the cautionary yellow arc of the airspeed indicator to reflect the airspeeds noted in 1. above in accordance with an FAA-approved alteration; or
- b. An alteration of the rudder in accordance with Piper Service Kit No. 760705 or an FAA-approved equivalent alteration and an alteration of the airspeed instrument in accordance with an FAA-approved

alteration to reflect the following speed restrictions:

Vne of 202 mph (cas) for PA-24; of 203 mph (cas) for PA-24-250 and PA-24-260

Vno of 180 mph (cas) for PA-24-250 and PA-24-260.

3. For PA-24-250 and PA-24-260 type airplanes, a Vne of 227 mph (CAS) may be used upon altering the stabilator in accordance with Piper Service Kit No. 760747, or an approved equivalent, and by altering the rudder as in paragraph 2(b) above.

(Piper Service Bulletin No. 687, dated June 19, 1974, refers to this subject.)

4. FAA approved alterations must be approved by the Chief, Engineering and Manufacturing Branch, FAA, Eastern Region.

Amendment 39-1545 was effective October 31, 1972.

This amendment 39-2052 is effective December 26, 1974.

FOOTER: