
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/PA-23/12 Amdt 1 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Piper PA-23 (Apache and Aztec) Series Aeroplanes

**AD/PA-23/12
Amdt 2**

Empennage - Inspection

9/2008

Applicability: Models PA-23 and PA-23-160 with S/Nos. 23-1 to 23-1267.

Requirement: 1. Remove the tail cone, covers and fairings, and visually inspect for cracks in the castings listed below.

<u>Part</u>	<u>Casting Part No.</u>	<u>Forging Part No.</u>
Elevator Torque Tube Bracket	17033-00 & 17033-01	19407-00
Front Stabiliser Attachment	17049-00 & 19253-00	19409-02
Rudder Torque Tube Horn	17060-00	19405-00
Elevator Torque Tube Horn	17066-00	19404-00
Rudder Torque Tube Bracket	17062-00	19408-00
Fin Attachment Bracket	17072-00	19406-00 or 19406-02

Note: All the forged parts listed have integral raised digit forging numbers. Therefore, absence of raised digits will serve to identify the part as a casting.

2. Remove from the aircraft all castings listed in Para. 1, clean thoroughly removing all paint, and inspect for cracks using an approved fluorescent or dye penetrant method. Prior to reinstallation of airworthy castings, clean thoroughly, and apply zinc chromate primer.

Inspect and re-assemble in accordance with Piper SB No. 155B. Replace cracked castings with a replacement forged or cast part.

Note 1: When any casting is replaced by its respective forging listed above, the repetitive inspections of Paras. 1 and 2 are no longer required for that part.

Note 2: FAA AD 63-26-03 refers.

Compliance: For Para. 1 - At each scheduled inspection for issue of a maintenance release.

Piper PA-23 (Apache and Aztec) Series Aeroplanes

AD/PA-23/12 Amdt 2 (continued)

For Para. 2 - For castings with more than 1000 hours time in service, at the first scheduled inspection for issue of a maintenance release after achieving 1000 hours time in service, and thereafter at intervals not exceeding 500 hours time in service.

This Amendment becomes effective on 28 August 2008.

Background: The original issue of this AD specified 100 hourly inspection of the empennage in accordance with Piper SB Nos. 146B and 155B, and FAA AD 57-13-9.

DCA/23/12A introduced a requirement for fluorescent or dye penetrant inspection at 500 hour intervals; divided the AD into a Compliance statement and a Requirement statement in a separate supplement; and deleted mention of SB No. 146B.

AD/PA-23/12 Amdt 1 changed the title; and amalgamated the Requirement statement and Compliance statement.

AD/PA-23/12 Amdt 2 clarified the serial number applicability and Compliance statement; identified FAA AD 63-26-03; and removed the inspections specified in SB No. 146B for transfer to AD/PA-23/91 "Elevator Butt Rib and Plate - Inspection".



David Villiers
Delegate of the Civil Aviation Safety Authority

18 July 2008