
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-23/31 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-23/31 **Rudder Trim Tab Control Rod - Inspection** **7/2008**
Amdt 1

Applicability: Models PA-23 and PA-23-160 with S/Nos. 23-1 to 23-2046.

Requirement: Inspect the rudder trim tab control rod in accordance with Piper SL No. 407.

Note: FAA AD 63-24-03 also refers.

Compliance: At intervals not exceeding 100 hours time in service.

This Amendment becomes effective on 3 July 2008.

Background: This Directive is issued to minimise the potential hazard of the rudder trim tab disconnecting from its control rod by ensuring periodic inspection of the control rod and its attachment to the trim tab.

The original issue of this Directive became effective in 1963.

Amendment 1 was raised to delete reference to the once-only requirement to install a roll pin in lieu of the cotter pin in the trim tab control rod, and to note the equivalent FAA AD.



David Villiers
Delegate of the Civil Aviation Safety Authority

7 May 2008