
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-24/36 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-24 (Comanche) Series Aeroplanes

AD/PA-24/36 **Fin Forward Spar Attachment - Inspection** **11/2008**
Amdt 1

Applicability: All models Piper PA-24, PA-24-250, PA-24-260 and PA-24-400 certificated in all categories.

Requirement: 1. Inspect the fin forward spar to fuselage attachment assembly where the channel Part No. 20749-0 and the straps Part Nos. 20749-5 and -6 are riveted together. Inspect the bend relief holes in the channel. If the holes have rough edges, polish the edges to remove the roughness.

 2. With the aid of a magnifying glass of at least five power, visually inspect for cracks in the channel and the two straps in the area of the channel bend relief holes.

Note 1: The Part Numbers quoted above do not appear in the Parts Catalogue as they are components of the fin front spar which is listed as a complete assembly under a separate Part Number.

Note 2: FAA AD 75-12-06 refers.

Compliance: 1. At the next scheduled inspection for issue of a maintenance release after the effectivity date of this Amendment.

 2. At each scheduled inspection for issue of a maintenance release.

Note 3: Compliance with this AD at its original issue constitutes compliance with Requirement 2 of this amendment.

This Amendment becomes effective on 23 October 2008.

Background: The original issue of this AD in 1975 was based on FAA AD 75-12-06, amendment 39-2227, although it omitted mention of polishing rough edges of the bend relief holes in the channel; and once-only dye penetrant inspection.

Piper PA-24 (Comanche) Series Aeroplanes

AD/PA-24/36 Amdt 1 (continued)

Amendment 1 introduces a once-only inspection for, and rectification of, rough edges in the bend relief holes. It also specifies the compliance period in terms of the maintenance release inspection instead of hours time in service. The FAA AD is also identified.



David Villiers
Delegate of the Civil Aviation Safety Authority

8 September 2008