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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (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.

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### Piper PA-28 Series Aeroplanes

#### **AD/PA-28/97      AN894-6-4 Bushing Screw Thread Expanders      13/2005**

**Applicability:** The New Piper Aircraft Models PA-28-160, PA-28-161, PA-28-180, and PA-28-181 aeroplanes, serial numbers 28-671 through 28-5859, 28-7105001 through 28-7505261, 28-7690001 through 28-8590001, and all serial numbers thereafter that Incorporate Peterson Aviation Inc. Supplemental Type Certificate (STC) SA2660CE installed between 20 April 1998 and 1 April 2005 and Incorporate Petersen Aviation Inc. Service Bulletin (SB) SB98-1.

**Requirement:** Replace the two AN894-6-4 bushing screw thread expanders on the two AN826-6 tees (one on the gascolator and the other one attached to a bushing (AN912-2J) attached to the inlet on the top of the top fuel pump) with NAS1564-6-4J reducers and AN818-6 nuts in accordance with Petersen Aviation Inc. SB PA-28-160, -161, -180, -181 and No. SB 05-2 dated 12 April 2005.

*Note: FAA AD 2005-19-20 Amdt 39-14285 refers.*

**Compliance:** At the next 100-hour ( $\pm$  10 hours) or annual inspection that occurs following 30 days after effective date of this AD, whichever occurs first.

This Airworthiness Directive becomes effective on 22 December 2005.

**Background:** This AD is the result of reports of fuel leaks during the post STC installation tests. The actions specified in this AD are intended to prevent fuel fittings used in STC SA2660CE from leaking fuel in the engine compartment, which could result in an engine fire. This condition could lead to loss of control of the aeroplane.



James Coyne  
Delegate of the Civil Aviation Safety Authority

10 November 2005