

## AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/PA-30/34 and issues the following AD under subregulation 39.1 (1) of CAR 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-30 & 39 (Twin Comanche) Series Aeroplanes

**AD/PA-30/34  
Amdt 1**

### Main Landing Gear Side Brace Stud

**9/2002**

Applicability: Models PA30 and PA39 aircraft.

Requirement: Remove both the left and right main gear side brace studs from the aircraft in accordance with the instructions contained in the Landing Gear section of the maintenance manual, and inspect each main gear side brace stud for cracks using fluorescent penetrant or magnetic particle inspection methods. Figure 1 of this Directive depicts the area where the sidebrace stud is to be inspected.

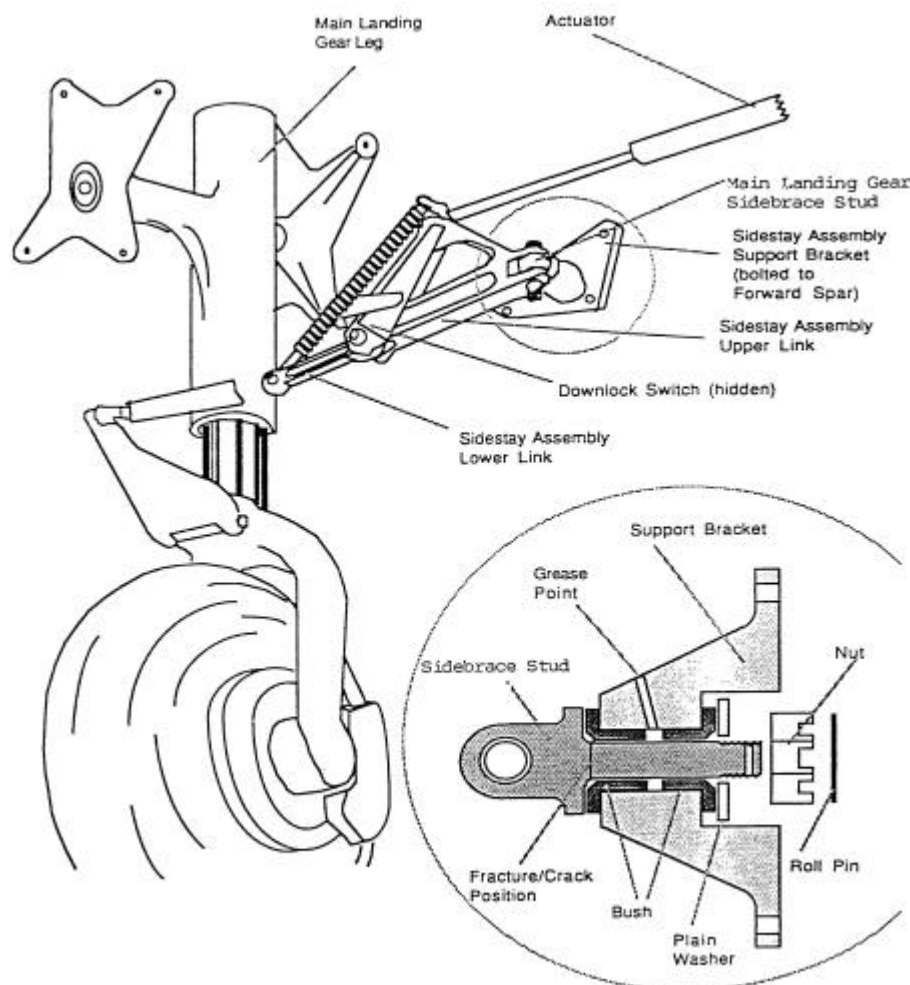


Figure 1

## Piper PA-30 & 39 (Twin Comanche) Series Aeroplanes

AD/PA-30/34 Amdt 1 (continued)

This figure is provided to depict the area of the sidebrace stud to be inspected. This is not intended to represent the configuration of all models affected.

*Note 1: All affected Models PA30 and PA39 aircraft were equipped at manufacture with part number 22512-00 main gear side brace studs.*

For any main gear side brace stud found cracked, replace the cracked stud with an approved serviceable part in accordance with the instructions contained in the Landing Gear section of the applicable maintenance manual.

*Note 2: FAA AD 97-01-01 R1 Amdt 39-10864 refers.*

**Compliance:** Within the next 100 hours time in service after 4 January 1996, and thereafter at intervals not to exceed 1,000 hours time in service.

The original compliance times of this Airworthiness Directive are unchanged by this amendment.

This amendment becomes effective on 5 September 2002.

**Background:** The FAA received reports of main gear side brace stud cracks, including seven incidents where the main landing gear collapsed. The actions specified by this Directive are intended to prevent a main gear collapse caused by main gear side brace stud cracks, which could result in loss of control of the aircraft during landing operations.

Amendment 1 updates the FAA AD reference.

The original issue of this Airworthiness Directive became effective on 4 January 1996.



David Alan Villiers  
Delegate of the Civil Aviation Safety Authority

23 July 2002