
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-32/27 Amdt 2 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-32 (Cherokee Six) Series Aeroplanes

**AD/PA-32/27
Amdt 3**

Wing Rear Spar Inspection

8/2009

Applicability: All models.

Requirement: Visually inspect the wing rear spar to fuselage attachment area for evidence of corrosion between the rear spar P/Ns 62054-() and 35174-(), and spar plate P/Ns 62056-() and 66762-().

Note: It is imperative to inspect the front face of the rear spar through the internal area of the wing after removal of the underwing fillet or fuselage floor panels in the area of the wing rear attachments. Corrosion of the aluminium alloy rear spar proceeds from the inboard end and is detected by deterioration of rivet tails, pitting, bulging and cracking of the rear spar.

Accomplishment of Piper Service Bulletin No. 977 eliminates the repetitive inspection requirement of this directive.

Compliance: For aircraft not inspected in accordance with the previous issue of this Directive, inspect within 100 hours time in service after 4 January 1996, and thereafter at intervals not to exceed 3 calendar years. For all other aircraft, inspect at intervals not exceeding 3 calendar years.

This Amendment becomes effective on 30 July 2009.

Background: Local defect experience indicates that complete disintegration of the rear spar material can occur in the area of the rear spar and steel plate faying surfaces, without any external evidence of deterioration.

Amendment 2 was issued to revise component P/N applicability to include additional aircraft.

Amendment 3 introduces Piper SB No.977 which when accomplished is terminating action for the repetitive inspections.



David Villiers
Delegate of the Civil Aviation Safety Authority

17 June 2009