

Piper PA-32 (Cherokee Six) Series Aeroplanes

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**AD/PA-32/78**

**Engine Mount and NLG Attachment**

**7/93**

Applicability:	Model	Serial Numbers
	PA-32R-300	32R-7680001 through 32R-7880068
	PA-32RT-300	32R-7885001 through 32R-7985105
	PA-32RT-300T	32R-7887001 through 32R-7987126
	PA-32R-301	32R-8013001 through 32R-8613005 and 3213001 through 3213037
	PA-32R-301T	32R-8029001 through 32R-8629006 and 3229001 through 3229003

- Requirement:
- (a) Inspect the engine mount as specified in and in accordance with the INSTRUCTIONS: PART I section of Piper Service Bulletin 955. Repair any cracks in accordance with Piper SB 955 prior to further flight.
  - (b) Modify the airframe structure and strengthen the landing gear and engine mount attach areas in accordance with the instructions contained in either the Engine Mount Drag Link Installation Kit, Piper Part No. 766-252 (for turbocharged models); or Engine Mount Drag Link Installation Kit Part No. 766-253 (for normally aspirated models).
  - (c) Inspect the nose gear actuator attachment bracket for correct rivet dimensions in accordance with the INSTRUCTIONS: PART III section of Piper SB 955. If any rivets are found that are not of the dimensions referenced in Piper SB 955, prior to further flight, reinforce the nose gear actuator attachment bracket in accordance with the referenced service information.
  - (d) If the parts that are required to accomplish the modification specified in paragraph (b) above have been ordered, but are not available from the manufacturer, reinspect the engine mount as required by paragraph (a) above at intervals not to exceed 100 hours time in service until parts become available.

*Note: FAA AD 93-05-10 Amdt 39-8514 refers.*

Compliance: Unless already accomplished, within 100 hours time in service after 24 June 1993.

Background: The FAA has received several reports of cracks developing in the engine mount cluster welds near the upper nose gear drag brace bushings on the affected aircraft. The actions specified in this Directive are intended to prevent the possible inability to retract or extend the nose landing gear.