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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 revokes Airworthiness Directive (AD) AD/PA-32/79 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.

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### Piper PA-32 (Cherokee Six) Series Aeroplanes

**AD/PA-32/79**  
**Amdt 1**

**Main Landing Gear Side Brace Stud**

**9/2002**

**Applicability:** The following model and serial number aircraft that are not equipped with a part number 95643-06, 95643-07, 95643-08, or 95643-09 bracket assembly, which includes a part number 78717-02 main landing gear side brace stud:

<b>Model</b>	<b>Serial Numbers</b>
PA32R-300	32R-7680001 through 32R-7780444

**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.

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: A part number 95299-00 or 95299-02 stud installed in an applicable Model PA32R-300 aircraft may be identified by removing the stud and measuring the shank diameter of the stud. If the shank measures 5/8 inch in diameter, a part number 78717-02 main gear side brace stud is installed.*

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.

For the affected Model PA32R-300 aircraft, the part number 95299-00 or 95299-02 main gear side brace studs are no longer manufactured. A new main gear side brace stud bracket assembly, part number(s) 95643-06, 95643-07, 95643-08, or 95643-09, as applicable, must be installed if cracks are found as a result of the required inspection. No repetitive inspection will be required for these affected aircraft models when this bracket assembly is installed;

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AD/PA-32/79 Amdt 1 (continued)

or

For the affected Model PA32R-300 aircraft, ream the existing two-piece bushings to an inside diameter of 0.624 inch to 0.625 inch, chamfer the head side of the bushing to accommodate the radius in the shank of the main gear side brace stud, and install the 5/8 inch stud, P/N 78717-02. No repetitive inspections will be required by this Airworthiness Directive when this action is accomplished on both the left and right bracket assemblies. If the bushings cannot be reamed while installed in the bracket (i.e., the bushings are loose), then install a main gear side brace bracket assembly, P/N 95643-06, P/N 95643-07, P/N 95643-08, or P/N 95643-09, as applicable.

No repetitive inspections will be required by this Airworthiness Directive when a P/N 78717-02 (or CASA approved equivalent part number) main gear side brace stud is installed in the existing bracket assembly on both the left and right sides; or when a bracket assembly, P/N 95643-06 (or CASA approved equivalent part number), P/N 95643-07 (or CASA approved equivalent part number), P/N 95643-08 (or CASA approved equivalent part number), or P/N 95643-09 (or CASA approved equivalent part number), as applicable, is installed on both the left and right sides.

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

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AD/PA-32/79 Amdt 1 (continued)

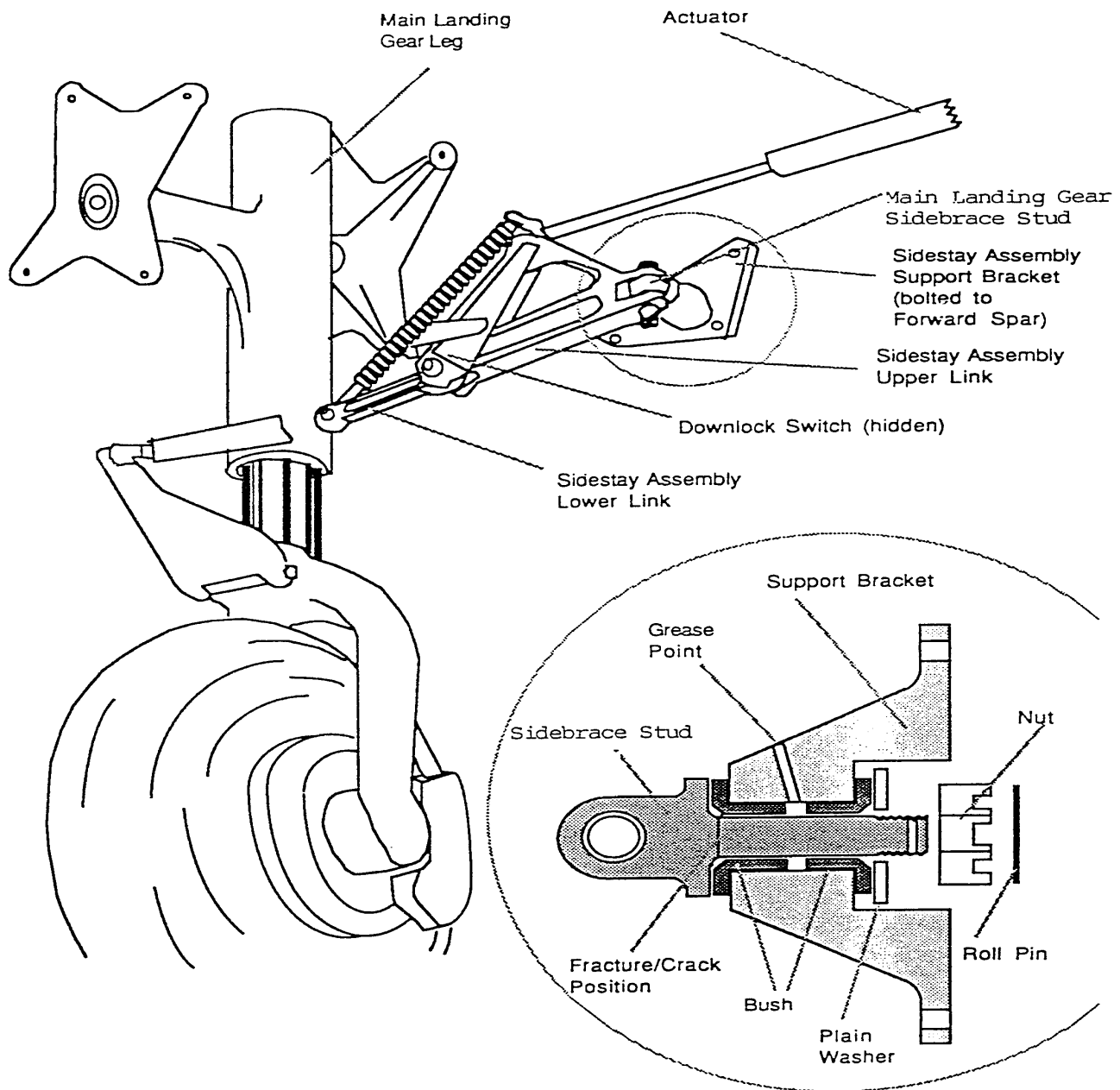


Figure 1

Compliance: Within the next 100 hours time in service after 4 January 1996, and thereafter at intervals not to exceed 500 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.

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AD/PA-32/79 Amdt 1 (continued)

Background: The FAA received reports of main gear side brace stud cracks, and seven associated 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 allows reaming of the existing bushings as an alternative to replacing certain bushings.

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