
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-32/83 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-32/83
Amdt 1**

Control Wheel Attachment

3/2005

Applicability: **Group A aircraft:**

Models	Serial Numbers
PA-32R-301 Saratoga II HP	3246098 through 3246214
PA-32R-301T Saratoga II TC	3257028 through 3257327

Group B aircraft:

PA-32R-301 Saratoga II HP	3246215 through 3246219
PA-32R-301T Saratoga II TC	3257328 through 3257340
PA-32-301FT Piper 6X	3232001 through 3232013
PA-32-301XTC Piper 6XT	3255001 through 3255014

- Requirement:
1. For aircraft listed in Group A of the applicability part of this Directive, with the exception of aircraft listed in Group A that are already modified in accordance with the New Piper Aircraft Service Bulletin (SB) No. 1139, dated 28 August 2003; accomplish the following in accordance with Part I of SB No.1139A dated 9 April 2004:
 - a. Inspect the control wheel attachment screw for proper thread engagement (minimum one thread showing past the end of the nut plate), and replace the screw before further flight if insufficient thread engagement is found.
 - b. Inspect the nut plate for sufficient locking characteristics. If the screw can be fully inserted into the nut plate by hand (one thread showing past end of nut), then replacement of the nut plate is required before further flight.
 - c. Reassemble the control wheel onto the control wheel shaft and install the attachment screw using Loctite thread-locking compound.
 2. For aircraft listed in Group A or Group B of the applicability part of this Directive, install retainer clip part number 104687-002 in accordance with Part II of SB No. 1139A, dated 9 April 2004.

Piper PA-32 (Cherokee Six) Series Aeroplanes

AD/PA-32/83 Amdt 1 (continued)

Note: Corrected FAA AD 2004-14-12 Amdt 39-13721 refers.

- Compliance:
1. Within 25 hours time in service after 11 August 2004.
 2. Within 100 hours time in service after 11 August 2004.

The compliance times remain unchanged by this issue.

This Amendment becomes effective on 17 March 2005.

Background: The FAA received a report that a Model PA-28-181 aircraft crashed after the pilot lost control of the ailerons and elevator. Investigation revealed that the left control wheel single attachment screw had unscrewed from its nut plate, which resulted in the control wheel spinning freely on the control column. Further investigation revealed the screw was too short and the nut plate lacked proper locking characteristics.

Amendment 1 is issued in response to the issue of a corrected copy of the related FAA AD, which corrects certain parts of the text. The only part requiring correction of this Directive was Requirement 1. text, "Part I of SB No. 1139 dated 9 April 2004" which was changed to "Part I of SB No. 1139A dated 9 April 2004".



David Punshon
Delegate of the Civil Aviation Safety Authority

4 February 2005