

Piper PA-34 (Seneca) Series Aeroplanes

**AD/PA-34/36
Amdt 3**

Rudder Torque Tube Attachment Fitting

9/92

- Applicability: Models PA 34-200 S/No 34-7250001 to 34-7450220, PA 34-200T S/No 34-7570001 to 34-8170092, and PA 34-220T S/No 34-8133001 to 34-8533012.
- Requirement:
1. Establish if the rudder torque tube fitting is steel or aluminium.
 2.
 - (a) If steel, inspect for proper attachment, and check the bolt torque in accordance with the criteria and instructions in Piper SB 899. If fitting is improperly attached or bolt torque is incorrect, rectify in accordance with Piper SB 899.
 - (b). If aluminium, replace with a steel fitting in accordance with the instructions in Piper SB 899.
 3. If the steel fitting required by Requirement 2 (b) of this Directive has been ordered but is not available, as an interim until the fitting is available, accomplish the following:
 - (a). Visually inspect the aluminium fitting for corrosion. If any evidence of corrosion is found, remove and treat the corroded area in accordance with an acceptable process.
 - (b). Dye penetrant inspect the aluminium fitting for cracks. If found cracked, replace with an aluminium fitting found to be free from cracks and corrosion.
 4. If the aluminium fitting is still fitted, visually inspect for proper attachment, cracks, and corrosion.
 - (a). If fitting is improperly attached or hardware is found loose, rectify in accordance with Piper SB 899.
 - (b). If any evidence of corrosion is found, remove and treat the corroded area in accordance with an acceptable process.
 - (c). If found cracked, replace with an aluminium fitting found to be free from cracks and corrosion; in accordance with the instructions in Piper SB 899.

Note: FAA AD 92-08-04 Amdt 39-8215 refers.

- Compliance:
1. Prior to 23 August 1992.
 2.
 - (a). Prior to 23 September 1992.
 - (b) & 3. Unless already accomplished, prior to further flight after 23 August 1992.
 4. Within 50 hours time in service after 23 August 1992, and thereafter at intervals not to exceed 50 hours time in service; until Requirement 2(b) is accomplished.

SCHEDULE OF AIRWORTHINESS DIRECTIVES

Background: There has been a history of insufficient torque retention on the retaining bolts. This has led to hole elongation and crack propagation in the aluminium fitting. Amendment 2 required repetitive inspections until, in accordance with the Country of Origin AD, the now mandatory installation of a steel fitting was carried out. Amdt 3 is issued in response to an amendment to the FAA AD that relates to this Directive. The FAA has determined that parts are currently not available to accomplish the modification required by AD 90-17-04 (the basis for the issue of AD/PA34/36 Amdt 2), and require specified actions be accomplished in order to maintain continuing airworthiness.