

Piper PA-36 (Pawnee Brave) Series Aeroplanes

AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD)AD/PA-36/6 Amdt 2 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.

AD/PA-36/6
Amdt 3

Wing Structural Fatigue Limitations

7/2000

Applicability: All models.

Requirement: Retire the following components from service at or before the component times in service indicated:

Component	Part No.	Retirement Life Hours	Aircraft Affected
Wing carry-thru spar fittings	97713-00 97713-02 97713-03	4100	7360001 and subsequent 7802001 and subsequent
Wing spar fittings	97712-00	4100	7360001 and subsequent 7802001 and subsequent
Spar carry-thru assembly	97370-00	2350	7360001 to 7560003
Spar carry-thru assembly	76824-02	4100	7660123 and subsequent 7802001 and subsequent
Spar carry-thru assembly	76767-00	3510	7560004 to 7660122
Spar assembly Upper and lower spar caps Spar cap replacement kits	97701-00 Rev. N and earlier 97701-01 Rev. N and earlier (Original fitment) 764393 and 764394	3100 4100	7360001 to 7560055
Spar assembly Upper and lower spar caps Spar cap replacement kits	97701-00 Rev. P and later 97701-01 Rev. P and later (Original fitment) 764393 and 764394	4100 4100	7560056 and subsequent 7802001 and subsequent
Wing attachment bolts	77245-00	Lower 2000 Upper 4100	7360001 and subsequent 7802001 and subsequent

Note 1: Replace upper or lower bolt each time bolt is removed.

Note 2: Piper SB 744 and FAA AD 83-20-03 refer to this subject.

Compliance: As detailed in the Requirement table.

This Amendment becomes effective on 13 July 2000.

Background: The initial issue of this directive was raised to promulgate the wing and carry-thru structure fatigue life limitations, which were based on the results of a comprehensive program of full scale fatigue tests conducted by the manufacturer. Subsequent amendments updated the lives as the test program continued; and consolidated the content with that of other directives. There are some differences between some of the lives shown above and the corresponding lives shown in SB 744 and the FAA AD, however all Australian lives derive directly from the fatigue test program.

This amendment is issued to clarify that for spar assemblies P/N 97701, only the upper and lower spar caps need be retired.

Amendment 2 of this Airworthiness Directive became effective on 1 September 1982.

The original issue of this Airworthiness Directive became effective on 29 November 1974.



Bernard Malcolm Hole
Delegate of the Civil Aviation Safety Authority

31 May 2000