
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-38/7 Amdt 5 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-38 (Tomahawk) Series Aeroplanes

AD/PA-38/7 **Fin Forward Spar Attachment - Inspection, 13/2008**
Amdt 6 **Modification and Life Limit**

Applicability: All model PA-38-112 with S/Nos. 38-78A0001 to 38-80A0198.

- Requirement:
1. Gain access to vertical fin forward spar attachment plate P/N 77553-05 by removing lower fin fairing. Visually inspect for signs of movement, cracking and/or clamping witness marks in vicinity of fin forward spar attachment to fuselage.
 2. Remove vertical fin and using a dye penetrant method inspect for cracks in:
 - (a) Fin forward spar in vicinity of attachment plate P/N 77553-05.
 - (b) Cancelled.
 - (c) Front and rear faces of bulkhead P/N 77553-02 in vicinity of rivets that attach plate P/N 77553-05 and adjacent flange radius.
 3. Replace the fin forward spar attachment plate, Piper P/N 77553-05.

Note: Piper SB 745 Parts I, II and III; and FAA AD 82-27-08(a)(1), (a)(2) and (a)(4) refer.

- Compliance:
- 1 and 2(a). For aircraft which do not incorporate forward fin spar modification kit Piper P/N 764427 or CASA-approved repair scheme Drg. 01-B-422 and AV-157-02 inspect at each scheduled maintenance event for the issue of a maintenance release.
 - 2(c). For aircraft which do not incorporate fuselage bulkhead assembly P/N 77553-06 or CASA-approved repair scheme Drg. 01-B-422 and AV-157-02 inspect at intervals not exceeding 300 hours time in service.
 3. For aircraft which do not incorporate CASA-approved repair scheme Drg. 01-B-422 and AV-151-02 replace fin forward spar attachment plates at intervals not exceeding 3000 hours time in service; or

for aircraft which incorporate CASA-approved repair scheme Drg. 01-B-422 and AV-151-02, replace fin forward spar attachment plates at intervals not exceeding 5000 hours time in service.

Piper PA-38 (Tomahawk) Series Aeroplanes

AD/PA-38/7 Amdt 6 (continued)

This Amendment becomes effective on 18 December 2008.

Background: Amendment 5 relieved some of the repetitive inspections in the area of the fin forward spar attachment. For aircraft with the CASA-approved reinforcement, repeat replacement of the fin forward spar attachment plate was extended to 5000 hours reflecting similarity with SB 710.

Amendment 6 cancels requirement 2(b) based on a once-only inspection in Piper SB No. 628A and USA AD 78-26-06 which were only applicable to aircraft with serial numbers through to 38-78A0749. At requirement 2 (c), amendment 6 gives credit for fuselage bulkhead assembly P/N 77553-06 to match USA AD 82-27-08 (a)(2). Amendment 6 also changes the reference from USA AD 81-04-07 to 82-27-08.



David Villiers
Delegate of the Civil Aviation Safety Authority

6 November 2008