
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-38/21 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-38/21
Amdt 1**

**Vertical Fin Forward Spar Attachment
Plate Replacement Life Limits**

13/2008

Applicability: All model PA-38-112 with S/Nos. 38-81A0001 to 38-82A0122.

Requirement: 1. On aircraft with S/No. 38-81A0001 to 38-82A0101 which do not have Piper Kit No. 764421 installed, upon achieving 3000 hours time in service, and at intervals not exceeding 3000 hours time in service, replace the vertical fin forward spar attachment plate, Piper P/N 77553-05.

Note 1: USA AD 82-27-08 (b)(1) refers.

2. On aircraft with S/No. 38-81A0001 to 38-82A0101 which have Piper Kit No. 764421 installed, upon achieving 5000 hours time in service, and at intervals not exceeding 5000 hours time in service, replace the vertical fin forward spar attachment plate, Piper P/N 77553-05.

Note 2: USA AD 82-27-08 (b)(2) and Piper SB No. 710 refer.

3. On aircraft with S/No. 38-82A0102 to 38-82A0122, upon achieving 5000 hours time in service, and at intervals not exceeding 5000 hours time in service, replace the vertical fin forward spar attachment plate, Piper P/N 77553-05.

Note 3: USA AD 82-27-08 (c) refers.

Note 4: For aircraft with S/No. 38-82A0123 and higher, the retirement time for P/N 77553-05 is specified in the FAA-approved Airplane Flight Manual.

Compliance: Compliance with the original issue of this Directive constitutes compliance with Amendment 1.

This Amendment becomes effective on 18 December 2008.

Background: Fatigue testing of the empennage structure has established replacement life limits.

Piper PA-38 (Tomahawk) Series Aeroplanes

AD/PA-38/21 Amdt 1 (continued)

Amendment 1 aligns the requirement for aircraft which do not have Piper Kit No. 764421 installed with the requirement in USA AD 82-27-08 (b)(1). Amendment 1 adds aircraft with S/Nos. 38-82A0102 to 38-82A0122, and adds Note 4 regarding aircraft with S/Nos. 38-82A0123 and higher.



David Villiers
Delegate of the Civil Aviation Safety Authority

29 October 2008