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## AIRWORTHINESS DIRECTIVE

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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-38/22 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.

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### Piper PA-38 (Tomahawk) Series Aeroplanes

**AD/PA-38/22  
Amdt 1**

**Aft Vertical Fin Spar - Inspection**

**13/2008**

**Applicability:** All model PA-38-112 with S/Nos. 38-78A0001 to 38-80A0198 which do not incorporate aft vertical fin spar assembly P/N 77601-16, upper rudder hinge shim P/N 85606-02, and fuselage bulkhead assembly P/N 85615-02.

**Requirement:** Inspect the aft vertical fin spar P/N 77601-02 for cracks in accordance with Piper SB No. 745 Part IV using a dye penetrant method or equivalent.

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

**Compliance:** At intervals not exceeding 200 hours time in service.

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

This Amendment becomes effective on 18 December 2008.

**Background:** Testing by the aircraft manufacturer has revealed that cracks may develop in the aft vertical fin spar and bulkhead.

Amendment 1 aligns the AD with USA AD 82-27-08 (a)(3) to clarify that this periodic inspection is not applicable to aircraft which have been modified by incorporation of the new design of aft vertical fin spar assembly, upper rudder hinge shim and fuselage bulkhead assembly.



David Villiers  
Delegate of the Civil Aviation Safety Authority

29 October 2008