

Aerostar (Piper/Ted Smith) 600 and 700 Series Aeroplanes

AD/TSA-600/45
Amdt 1

Wing 55% Upper Spar Cap

2/99

Applicability: All serial numbers of the following aircraft models:

- | | |
|----------------------------|----------------------------|
| PA-60-600 (Aerostar 600) | PA-60-601 (Aerostar 601) |
| PA-60-601P (Aerostar 601P) | PA-60-602P (Aerostar 602P) |
| PA-60-700P (Aerostar 700P) | |

- Requirement:
1. Inspect the forward face of each wing's 55-percent upper spar cap for cracks above the main landing gear fitting in the top of the wheel well. Accomplish this inspection in accordance with the Instructions section of Aerostar Service Bulletin SB600-132. The initial inspection must be accomplished using dye penetrant methods, except that for aircraft repaired as a result of the inspection required by the original issue of this Directive, the initial inspection may be visual. All subsequent inspections must be dye penetrant or visual inspections.
 2. If any cracks are found during the Requirement 1 inspection, accomplish either paragraph a. or b. below:
 - a. Replace the upper spar cap in accordance with the applicable maintenance manual, and continue to inspect in accordance with Requirement 1; or,
 - b. Obtain a repair scheme from the manufacturer or a person authorised by CASA, incorporate this scheme, and continue to inspect in accordance with Requirement 1.

Note: FAA AD 98-24-29 Amdt 39-10916 refers.

- Compliance:
1. Initially, within 100 hours time in service after 25 February 1999, thereafter at intervals not to exceed 100 hours time in service.
 2. Repair before further flight and re-inspect at intervals not to exceed 100 hours time in service.

This Amendment becomes effective on 25 February 1999.

Background: A significant crack, running in a spanwise direction, was found in the wing upper spar cap in the area above the main landing gear attachment. As a precautionary measure the area was inspected on all aircraft which may be similarly affected.

Amendment 1 is issued in response to the recent issue of an FAA AD which introduces initial and repetitive inspections to aircraft previously cleared of having cracks, and to aircraft that were repaired after cracks were found.

The original issue of this Airworthiness Directive became effective on 2 January 1997.

