

**PŘÍKAZ K ZACHOVÁNÍ
LETOVÉ ZPŮSOBILOSTI**

ÚŘAD PRO CIVILNÍ LETECTVÍ
ČESKÁ REPUBLIKA
Sekce technická

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Číslo: CAA-AD-067/2004 - oprava

Datum vydání: 2. září 2004

The New Piper Aircraft, Inc.
PA-28-161 Warrior III, PA-28-181
Archer III, ++

Tento PZZ byl vydán na základě Rozhodnutí č. 2/2003 výkonného ředitele EASA, které ustanovuje, že PZZ vydané úřadem státu typového návrhu jsou závazné pro všechny země EU.

LETOUN – UCHYCENÍ VOLANTU ŘÍZENÍ – KONTROLA/VÝMĚNA

Týká se: letadel PA-28-161 Warrior III, PA-28-181 Archer III, PA-28R-201 Arrow, PA-32R-301 Saratoga II HP, PA-32R-301T Saratoga II TC, PA-32-301FT Piper 6X, PA-32-301XTC Piper 6XT, PA-34-220T Seneca V, PA-44-180 Seminole, PA-46-350P Mirage, PA-46-500TP Meridian, vyrobených firmou The New Piper Aircraft, Inc, výrobních čísel uvedených v FAA AD 2004-14-12 (příloha tohoto PZZ), certifikovaných ve kterékoliv kategorii.

Důvod vydání: bylo zjištěno nedostatečně navržené uchycení volantu řízení, což může vést ke ztrátě říditelnosti křídélka a výškového kormidla.

Datum účinnosti: 2. září 2004.

Provést v termínech:

Jak je popsáno v FAA AD 2004-14-12 - correction, od data účinnosti tohoto PZZ.

Postup provedení prací:

Dle FAA AD 2004-14-12 - correction.

Poznámky:

- Provedení tohoto PZZ musí být zapsáno do letadlové knihy.
- Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - Ing. Shrbený.
- Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla.
- Tento PZZ byl vypracován na základě FAA AD 2004-14-12 - correction.

Ing. Pavel MATOUŠEK
ředitel

2004-14-12 – correction The New Piper Aircraft, Inc.: Amendment 39-13721; Docket No. FAA-2004-18032; Directorate Identifier 2004-CE-15-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on August 10, 2004.

Are Any Other ADs Affected by This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects the following airplane models and serial numbers that are certificated in any category:

Models	Serial Nos.
(1) Group A:	
(i) PA-28-161 Warrior III.	2842026 through 2842180.
(ii) PA-28-181 Archer III.	2843112 through 2843565.
(iii) PA-28R-201 Arrow.	2844014 through 2844099.
(iv) PA-32R-301 Saratoga II HP.	3246098 through 3246214.
(v) PA-32R-301T Saratoga II TC.	3257028 through 3257327.
(vi) PA-34-220T Seneca V.	3449042 through 3449292.
(vii) PA-44-180 Seminole.	4496020 through 4496173, and 4496175.
(viii) PA-46-350P Mirage.	4636132 through 4636344, and
(ix) PA-46-500TP Meridian.	4697001 through 4697162.
(2) Group B:	
(i) PA-28-161 Warrior III.	2842181 through 2842203.
(ii) PA-28-181 Archer III.	2843566 through 2843588.
(iii) PA-28R-201 Arrow.	2844100 through 2844104.
(iv) PA-32R-301 Saratoga II HP.	3246215 through 3246219.
(v) PA-32R-301T Saratoga II TC.	3257328 through 3257340.
(vi) PA-32-301FT Piper 6X.	3232001 through 3232013.
(vii) PA-32-301XTC Piper 6XT	3255001 through 3255014.
(viii) PA-34-220T Seneca V.	3449293 through 3449301.
(ix) PA-44-180 Seminole	4496174 and 4496176 through 4496180.
(x) PA-46-350P Mirage.	4636345 through 4636348, and
(xi) PA-46-500TP Meridian.	4697163 through 4697174.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of inadequate control wheel attaching hardware. We are issuing this AD to detect and correct inadequate control wheel attachment design, which could result in loss of control of the ailerons and elevator. This failure could lead to loss of airplane.

What Must I Do to Address This Problem?

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) For airplanes listed in Group A of paragraph (c)(1) of this AD: follow the instructions below, with the exception of airplanes listed in	Inspect within 25 hours Time-in-Service (TIS) after the effective date of this AD, August 10, 2004. Replace prior to further flight after	Follow Part I of The New Piper Aircraft, Inc., Service Bulletin No. 1139A, dated April 9, 2004.

Group A that are already modified in accordance with The New Piper Aircraft, Inc., Service Bulletin No. 1139, dated, August 28, 2003.	the inspection.	
(i) Inspect the control wheel attachment screw for property thread engagement (minimum one thread showing past the end of the nut plate), and replace the screw if insufficient thread engagement is found.		
(ii) Inspect the nut plate for sufficient locking characteristics (minimum one thread showing past the nut plate, when the screw is tightened by hand), and replace the nut plate if it is insufficient.		
(iii) After the above inspections, reassemble the control wheel onto the control wheel shaft and apply Loctite thread-locking compound.		
(2) For airplanes listed in Group A or Group B of paragraphs (c)(1) and (2) of this AD: install the retainer clip Part Number 104687-002.	Install the retainer clip within 100 hours TIS after the effective date of this AD, August 10, 2004.	Follow Part II of The New Piper Aircraft Inc., Service Bulletin No. 1139A, dated April 9, 2004.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Atlanta Aircraft Certification Office, FAA. For information on any already approved alternative methods of compliance, contact Samuel Belete, Aerospace Safety Engineer, FAA Atlanta Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia, 30349; telephone: (770) 703-6048; facsimile: (770) 703-6097.

Does This AD Incorporate Any Material by Reference?

(g) You must do the actions required by this AD following the instructions in The New Piper Aircraft, Inc., Service Bulletin No. 1139A, dated April 9, 2004. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You may get a copy from The New Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida, 32960. You may review copies at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to:

http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.

You may view the AD docket at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001.

Footer Information

Issued in Kansas City, Missouri, on June 29, 2004.

David R. Showers,

Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.

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