

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

Airworthiness Directive

79-01-03 PIPER: Amendment 39-3383. Applies to Piper Model PA-36-285, Serial Nos. 36-7360001 thru 36-7560003 certificated in all categories except those aircraft incorporating wing spar carry through assembly Piper P/N 76824-02.

To prevent hazards in flight associated with damage cumulating in the wing spar carry through assembly, accomplish the following:

(a) Within the next 25 hours in service from the effective date of this AD or upon the attainment of 2000 hours in service, whichever is later, unless previously accomplished within the previous 100 hours in service, and thereafter, at intervals not to exceed 100 hours in service from the last inspection, inspect the wing spar carry through assembly P/N 97370-00 in accordance with the "Instructions Section - Paragraph A" of Piper Service Bulletin No. 552 or equivalent.

(b) If damage is observed, repair in accordance with "Instructions Section - Paragraph B" of Piper Service Bulletin No. 552, or equivalent, prior to further flight, except the aircraft may be flown in accordance with FAR 21.197 to a base where a repair can be made.

(c) Equivalent inspections and repairs must be approved by the Chief, Engineering and Manufacturing Branch, FAA, Eastern Region.

(d) Upon the incorporation of wing spar carry through assembly Piper P/N 76824-02, compliance with the requirements of this AD may be dispensed with.

(e) Upon submission of substantiating data by an owner or operator through an FAA Maintenance Inspector, the Chief, Engineering and Manufacturing Branch, FAA, Eastern Region may adjust the inspection intervals specified in this AD.

This amendment is effective January 2, 1979.