


<b>EASA</b>	<b>AIRWORTHINESS DIRECTIVE</b>
	<b>AD No : 2005-0035</b>  <b>Date: 22 December 2005</b>
No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.	
<b>Type Approval Holder's Name</b> The New Piper Aircraft, Inc.	<b>Type/Model designation</b> PA-28 and PA-32
FAA TCDS 2A13	
Foreign AD: None	
Supersedure: Supersedes CAA UK AAD 002-06-99	
<b>ATA 32</b>	<b>Structure – Main undercarriage – Inspection</b>
<b>Manufacturer(s):</b>	Piper Aircraft Corporation and The New Piper Aircraft, Inc.
<b>Applicability:</b>	PA-28-140 Cherokee Cruiser 28-20001 through 28-7725290 PA-28-150 Cherokee 28-1 through 28-4377 and 28-1760A PA-28-151 Warrior 28-7415001 through 28-7715314 PA-28-160 Cherokee 28-1 through 28-4377 and 28-1760A PA-28-161 Warrior II 28-7716001 through 2816109 PA-28-161 Warrior III 2816110 Only PA-28-161 Cadet 2841001 through 2841365 PA-28-180 Cherokee 28-3 through 28-7205318 PA-28-180 Archer 28-E13, 28-7305001 through 28-7505259 PA-28-235 Cherokee Pathfinder 28-10001 through 28-7710089 and 28-E11 PA-32-260 Cherokee Six 260 32-1 through 32-7800008
<b>Reason:</b>	The above referenced CAA UK AAD was raised in response to an incident in 1995 and recurring failures of the main landing gear leg castings, (Part No. 65319-02, -03 or -04), due to cracking on the oleo torque link attach lugs. The potential for similar events exists in the European fleet. These failures can remain undetected until the aircraft touches the ground during landing, leading to collapse of the associated main landing gear, consequential airframe damage and loss of control. These events carry a risk of serious injury and potential for loss of life.

	<p>Since publication of the CAA AAD Piper has produced Service Bulletin No. 1131 dated August 18, 2003 to address this unsafe condition. Piper SB 1131 seeks inspections of the oleo lugs as defined in the UK AAD Piper 002-06-99 (but at 100 hourly intervals). This EASA AD adopts the 100 hour inspection interval in line with the Piper SB and the applicability of the Piper SB, which varies from the CAA AD.</p>
Effective Date:	30 December 2005
Compliance:	<p><b>Required</b> prior to the accumulation of 2000 flight hours. For aircraft in excess of 2000 flight hours, compliance is required at the next 100 hrs inspection, or annual inspection, whichever comes first, unless previously accomplished in which case within 100 hours from that inspection.</p> <p><b>Inspect</b> the cast main landing gear cylinder torque link attach lugs (Piper Part No. 65319-02, -03 or -04) for cracks. Using a 10x power magnifying glass, inspect the top and bottom radii at the torque link attach lugs where it connects to the strut housing. If no cracks are found by this method, use dye penetrant inspection to check for cracks according to Piper Service Bulletin No.1131 or using the dye penetrant process that can be found in the PA-28-181 airplane maintenance manual, Chapter 20, Section 20-10-00. If cracks are found, the main landing gear oleo housing must be replaced before further flight.</p> <p><b>Repeat</b> inspection at intervals not exceeding 100 flight hours.</p> <p><b>Replacement</b> of the cast housing with a forged cylinder Part No. 65490 terminates the need for repeat inspections.</p>
Ref. Publications:	Service Bulletin 1131, available from The New Piper Aircraft, Inc. 2926 Piper Drive, Vero Beach, Florida 32960
Remarks:	<p>This AD was previously published for comment as PAD 05-018. The comments received are addressed in the Comment Response Document on PAD 05-018 published on the EASA web site.</p> <p>Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail <a href="mailto:ADs@easa.eu.int">ADs@easa.eu.int</a></p> <p>For questions concerning the technical contents of this AD's requirement(s), contact The New Piper Aircraft, Inc. at the address given above.</p>