FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES

SMALL AIRPLANES, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

BIWEEKLY 2014-01

12/30/2013 - 1/12/2014

Federal Aviation Administration
Engineering Procedures Office, AIR-110
P.O. Box 25082
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AD No.	Information	Manufacturer	Applicability

Information Key: E - Emergency; COR - Correction; S – Supersedes

Biweekly 2014-01

2013-26-09	Turbomeca S.A.	ASTAZOU XIV B and XIV H engines
2013-26-13	Sikorsky Aircraft Corporation	S-70, S-70A, S-70C, S-70C (M), and S-70C (M1) helicopters
99-01-05 R1	See AD	See AD

2013-26-09 Turbomeca S.A.: Amendment 39-17718; Docket No. FAA-2013-0575; Directorate Identifier 2013-NE-21-AD.

(a) Effective Date

This AD becomes effective February 14, 2014.

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Turbomeca S.A. ASTAZOU XIV B and XIV H engines.

(d) Reason

This AD was prompted by reports of cracks on the 2nd-stage turbine disk. We are issuing this AD to prevent disk cracking, uncontained 2nd-stage turbine blade release, damage to the engine, and damage to the helicopter.

(e) Actions and Compliance

Unless already done, do the following actions.

(1) For ASTAZOU XIV B engines that have not incorporated AB 138 modification remove the 2nd-stage turbine disk, part number (P/N) 0265260270, as follows:

(i) For engines with 1,800 or more engine cycles since new (CSN) or cycles since last overhaul (CSLO), remove the 2nd-stage turbine disk, P/N 0265260270, within 10 operating hours after the effective date of this AD.

(ii) For engines with less than 1,800 CSN or CSLO, remove the 2nd-stage turbine disk, P/N 0265260270, within 300 operating hours after the effective date of this AD or before 1,800 CSN or CSLO, whichever comes first.

(2) For ASTAZOU XIV B engines that have incorporated AB 138 modification, remove the 2nd-stage turbine disk, P/N 0283270200, with P/N 0265260270 written or scratched onto the disk, within 1,800 CSN or CSLO, or within 10 operating hours after the effective date of this AD, whichever occurs later.

(3) For ASTAZOU XIV H engines, remove the 2nd-stage turbine disk, P/N 0265260270, within 300 operating hours after the effective date of this AD.

(f) Alternative Methods of Compliance (AMOCs)

The Manager, Engine Certification Office, FAA, may approve AMOCs to this AD. Use the procedures found in 14 CFR 39.19 to make your request.

(g) Related Information

(1) For more information about this AD, contact Frederick Zink, Aerospace Engineer, Engine Certification Office, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: 781-238-7779; fax: 781-238-7199; email: frederick.zink@faa.gov.

(2) Refer to MCAI European Aviation Safety Agency airworthiness directive 2013-0111R1, dated June 3, 2013, for more information. You may examine the MCAI in the AD docket on the Internet at http://www.regulations.gov/#!documentDetail;D=FAA-2013-0575-0002.

(3) Turbomeca S.A. Alert Mandatory Service Bulletin (MSB) No. A283 72 0809, Version A, dated May 16, 2013, and Turbomeca S.A. Alert MSB No. A283 72 0808, Version A, dated May 16, 2013, which are not incorporated by reference in this AD, can be obtained from Turbomeca S.A. using the contact information in paragraph (g)(4) of this AD.

(4) For service information identified in this AD, contact Turbomeca, S.A., 40220 Tarnos, France; phone: 33 (0)5 59 74 40 00; telex: 570 042; fax: 33 (0)5 59 74 45 15.

(5) You may view this service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

(h) Material Incorporated by Reference

None.

Issued in Burlington, Massachusetts, on January 6, 2014.
Colleen M. D'Alessandro,
Assistant Directorate Manager, Engine & Propeller Directorate,
Aircraft Certification Service.

2013-26-13 Sikorsky Aircraft Corporation: Amendment 39-17722; Docket No. FAA-2012-0945; Directorate Identifier 2010-SW-110-AD.

(a) Applicability

This AD applies to Model S-70, S-70A, S-70C, S-70C (M), and S-70C (M1) helicopters with General Electric (GE) T700-GE-401C or T700-GE-701C part-numbered engines, certificated in any category.

(b) Unsafe Condition

This AD defines the unsafe condition as a critical engine part remaining in service beyond its fatigue life because the current life limit is based on hours time-in-service (TIS) instead of fatigue cycles. This condition could result in fatigue failure of an engine rotor part, engine failure, and subsequent loss of control of the helicopter.

(c) Effective Date

This AD becomes effective February 10, 2014.

(d) Compliance

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

(e) Required Actions

(1) Before further flight, insert into the airworthiness limitations section of the maintenance manual or instructions for continued airworthiness the low cycle fatigue (LCF) limit diagrams shown in Figures 2 through 7 (pages 9 through 14) of GE T700 Turboshaft Engine Service Bulletin T700 S/B 72-0041, Revision 1, dated March 12, 2010, for helicopters with the GE T700-GE-401C engine, or Figures 2 through 4 (pages 10 through 12) of GE T700 Turboshaft Engine Service Bulletin T700 S/B 72-0038, dated October 1, 2008, for helicopters with the GE T700-GE-701C engine. The diagonal line on each diagram represents the new cycle life limit (a combination of full low cycle fatigue events (LCF1) and partial low cycle fatigue events (LCF2) as those terms are defined in the Accomplishment Instructions, paragraphs 3.A.(1) and 3.A.(2) of each service bulletin) for each gas generator turbine (GGT) rotor part. A combination of LCF1 and LCF2, which results in a number below the diagonal line of the applicable diagram for each engine, indicates that the part has not reached its fatigue life limit.

(2) Before further flight:

(i) Obtain the actual LCF1 and LCF2 count from the engine "history recorder" (HR);

(ii) Calculate the LCF1 and LCF2 fatigue retirement life for each GGT rotor part as follows:

(A) Determine the actual LCF ratio by dividing the total actual LCF2 cycle count obtained from the HR by the total actual LCF1 cycle count obtained from the HR. Add to the actual counts from the HR any actual additional fatigue cycle incurred during any period in which the HR was inoperative.

(B) Determine the LCF1 retirement life by dividing the maximum number of LCF2 events obtained from the applicable diagram for each engine by the sum of the actual LCF ratio obtained by following paragraph (e)(2)(ii)(A) of this AD plus the quotient of the maximum number of LCF2 events from the applicable diagram for each engine divided by the maximum number of LCF1 events from the applicable diagram for each engine.

(C) Determine the LCF2 retirement life by multiplying the actual LCF ratio obtained by following paragraph (e)(2)(ii)(A) of this AD times the LCF1 retirement life determined by following paragraph (e)(2)(ii)(B) of this AD.

(iii) Replace each GGT rotor part that has reached the new fatigue cycle life limit with an airworthy rotor part.

(3) For helicopters with the GE T700-GE-401C engine, if you cannot determine the number of low cycle fatigue events manually from the HR or by combining both manual and HR counts, then the life limit for the GGT rotor part is the hours TIS for the part as shown in Table 1 of GE T700 Turboshaft Engine Service Bulletin T700 S/B 72-0041, dated August 21, 2009.

(4) Before further flight, begin or continue to count the full and partial low fatigue cycle events and record on the component card or equivalent record that count at the end of each day for which the HR is inoperative.

(f) Special Flight Permit

Special flight permits will not be issued to allow flight in excess of life limits.

(g) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Boston Aircraft Certification Office, FAA, may approve AMOCs for this AD. Send your proposal to: Michael Davison, Flight Test Engineer, New England Regional Office, FAA, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7156; fax: (781) 238-7170; email: michael.davison@faa.gov.

(2) For operations conducted under 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office before operating any aircraft complying with this AD through an AMOC.

(h) Subject

Joint Aircraft Service Component (JASC) Code: 7250: Turbine Section.

(i) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(i) General Electric (GE) T700 Turboshaft Engine Service Bulletin T700 S/B 72-0038, dated October 1, 2008.

(ii) GE T700 Turboshaft Engine Service Bulletin T700 S/B 72-0041, dated August 21, 2009.

(iii) GE T700 Turboshaft Engine Service Bulletin T700 S/B 72-0041, Revision 1, dated March 12, 2010.

(3) For GE service information identified in this AD, contact Sikorsky Aircraft Corporation, Attn: Manager, Commercial Technical Support, mailstop s581a, 6900 Main Street, Stratford, CT, telephone (800) 562-4409, email address tsslibrary@sikorsky.com, or at http://www.sikorsky.com.

(4) You may view this service information at FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137. For information on the availability of this material at the FAA, call (817) 222-5110.

(5) You may view this service information that is incorporated by reference 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/cfr/ibr-locations.html.

Issued in Fort Worth, Texas, on December 24, 2013.
Kim Smith,
Directorate Manager, Rotorcraft Directorate,
Aircraft Certification Service.

CORRECTION: Federal Register Volume 78, Number 251 (Tuesday, December 31, 2013); Pages 79599-79600.

99-01-05 R1 Various Aircraft: Amendment 39-17688; Docket No. FAA-2013-0023; Directorate Identifier 96-CE-072-AD.

(a) Effective Date

This AD is effective January 14, 2014

(b) Affected ADs

This AD revises AD 99-01-05, Amendment 39-10972 (63 FR 72132, December 31, 1998), which superseded AD 93-10-06, Amendment 39-8586 (58 FR 29965, May 25, 1993). AD 99-26-19, Amendment 39-11479 (64 FR 72524, December 28, 1999), also relates to the subject of this AD.

(c) Applicability

This AD applies to the following airplanes identified in table 1 of paragraph (c) of this AD, that are:

(1) Equipped with wing lift struts, including airplanes commonly known as a "Clipped Wing Cub," which modify the airplane primarily by removing approximately 40 inches of the inboard portion of each wing; and

(2) certificated in any category.

Table 1 to Paragraph (c) of This AD–Applicability

Type certificate holder	Aircraft model	Serial numbers
FS 2000 Corp	L-14	All.
FS 2001 Corp	J5A (Army L-4F), J5A-80, J5B (Army L-4G), J5C, AE-1, and HE-1	All.
FS 2002 Corporation	PA-14	14-1 through 14-523.
FS 2003 Corporation	PA-12 and PA-12S	12-1 through 12-4036.
LAVIA ARGENTINA S.A. (LAVIASA)	PA-25, PA-25-235, and PA-25-260	25-1 through 25-8156024.
Piper Aircraft, Inc.	TG-8 (Army TG-8, Navy XLNP-1)	All.
Piper Aircraft, Inc.	E-2 and F-2	All.

Piper Aircraft, Inc.	J3C-40, J3C-50, J3C-50S, (Army L-4, L-4B,L-4H, and L-4J), J3C-65 (Navy NE-1 and NE-2), J3C-65S, J3F-50, J3F-50S, J3F-60, J3F-60S, J3F-65 (Army L-4D), J3F-65S, J3L, J3L-S, J3L-65 (Army L-4C), and J3L-65S	All.
Piper Aircraft, Inc.	J4, J4A, J4A-S, and J4E (Army L-4E)	4-401 through 4-1649.
Piper Aircraft, Inc.	PA-11 and PA-11S	11-1 through 11-1678.
Piper Aircraft, Inc.	PA-15	15-1 through 15-388.
Piper Aircraft, Inc.	PA-16 and PA-16S	16-1 through 16-736.
Piper Aircraft, Inc.	PA-17	17-1 through 17-215.
Piper Aircraft, Inc.	PA-18, PA-18S, PA-18 “105” (Special), PA-18S “105” (Special), PA-18A, PA-18 “125” (Army L-21A), PA-18S “125”, PA-18AS “125”, PA-18 “135” (Army L-21B), PA-18A “135”, PA-18S “135”, PA-18AS “135”, PA-18 “150”, PA-18A “150”, PA-18S “150”, PA-18AS “150”, PA-18A (Restricted), PA-18A “135” (Restricted), and PA-18A “150” (Restricted)	18-1 through 18-8309025, 18900 through 1809032, and 1809034 through 1809040.
Piper Aircraft, Inc.	PA-19 (Army L-18C), and PA-19S	19-1, 19-2, and 19-3.
Piper Aircraft, Inc.	PA-20, PA-20S, PA-20 “115”, PA-20S “115”, PA-20 “135”, and PA-20S “135”	20-1 through 20-1121.
Piper Aircraft, Inc.	PA-22, PA-22-108, PA-22-135, PA-22S-135, PA-22-150, PA-22S-150, PA-22-160, and PA-22S-160	22-1 through 22-9848.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57, Wings.

(e) Unsafe Condition

(1) The subject of this AD was originally prompted by reports of corrosion damage found on the wing lift struts. We are revising AD 99-01-05, Amendment 39-10972 (63 FR 72132, December 31, 1998), because of reports that paragraph (c) had been misinterpreted and caused confusion. This AD removes the language in paragraph (c) of AD 99-01-05, which caused the confusion.

(2) This AD clarifies the FAA's intention that if a sealed wing lift strut assembly is installed as a replacement part, the repetitive inspection requirement is terminated only if the seal is never improperly broken. If the seal is improperly broken, then that wing lift strut becomes subject to continued repetitive inspections. We did not intend to promote drilling holes into or otherwise unsealing a sealed strut. This AD retains all the actions required in AD 99-01-05 and this AD does not require any actions over that already required by AD 99-01-05. This AD does not add any additional burden to the owners/operators of the affected airplanes.

(3) We are issuing this AD to detect and correct corrosion and cracking on the front and rear wing lift struts and forks, which could cause the wing lift strut to fail. This failure could result in the wing separating from the airplane.

(f) Paragraph Designation Changes to AD 99-01-05 R1

Since AD 99-01-05, Amendment 39-10972 (63 FR 72132, December 31, 1998), was issued, the AD format has been revised, and certain paragraphs have been rearranged. As a result, the corresponding paragraph identifiers have changed in this AD as listed in the following table:

Table 2 to Paragraph (f) of This AD-Revised Paragraph Identifiers

Requirement in AD 99–01–05	Corresponding requirement in AD 99–01–05 R1
paragraph (a)	paragraph (h).
paragraph (a)(1)	paragraph (i)(1).
paragraph (a)(1)(i)	paragraph (i)(1)(i).
paragraph (a)(1)(ii)	paragraph (i)(1)(ii).
paragraph (a)(2)	paragraph (i)(2).
paragraph (a)(2)(i)	paragraph (i)(2)(i).
paragraph (a)(2)(ii)	paragraph (i)(2)(ii).
paragraph (a)(3)	paragraph (j)(1).
paragraph (a)(4)	paragraph (j)(2).
paragraph (a)(5)	paragraph (j)(3).
paragraph (b)	paragraph (k).
paragraph (b)(1)	paragraph (l).
paragraph (b)(1)(i)	paragraph (l)(1).
paragraph (b)(1)(ii)(B) and (b)(1)(iv).	paragraph (l)(2).
paragraph (b)(1)(ii)(C) and (b)(1)(iv).	paragraph (l)(3).
paragraph (b)(1)(ii)(A) and (b)(1)(iv).	paragraph (l)(4).
paragraph (b)(1)(iii), (b)(2), (b)(1)(iv).	paragraph (m)(1).
paragraph (b)(3) through (b)(3)(ii).	paragraph (m)(2).
paragraph (b)(4) through (b)(4)(vi).	paragraph (m)(3) thru (m)(3)(vi).
paragraph (b)(5) through (b)(5)(ii).	paragraph (m)(4).
Paragraph (c)	Removed.
paragraph (d)	paragraph (n)(1).
paragraph (d)(1)	paragraph (n)(1)(i).
paragraph (d)(2)	paragraph (n)(1)(ii).
N/A	paragraph (n)(2).

(g) Compliance

Unless already done (compliance with AD 99-01-05, Amendment 39-10972 (63 FR 72132, December 31, 1998)), do the following actions within the compliance times specified in paragraphs

(h) through (n) of this AD, including all subparagraphs. Properly unsealing and resealing a sealed wing lift strut is still considered a terminating action for the repetitive inspection requirements of this AD as long as all appropriate regulations and issues are considered, such as static strength, fatigue, material effects, immediate and long-term (internal and external) corrosion protection, resealing methods, etc. Current FAA regulations in 14 CFR 43.13(b) specify that maintenance performed will result in the part's condition to be at least equal to its original or properly altered condition. Any maintenance actions that unseal a sealed wing lift strut should be coordinated with the Atlanta Aircraft Certification Office (ACO) through the local airworthiness authority (e.g., Flight Standards District Office). There are provisions in paragraph (o) of this AD for approving such actions as an alternative method of compliance (AMOC).

(h) Remove Wing Lift Struts

At whichever of the compliance times specified in paragraphs (h)(1) or (h)(2) of this AD that occurs later, remove the wing lift struts following Piper Aircraft Corporation Mandatory Service Bulletin (Piper MSB) No. 528D, dated October 19, 1990, or Piper MSB No. 910A, dated October 10, 1989, as applicable. Before further flight after the removal, do the actions in one of the following paragraphs (i)(1), (i)(2), (j)(1), (j)(2), or (j)(3) of this AD, including all subparagraphs.

(1) Within 1 calendar month after February 8, 1999 (the effective date retained from AD 99-01-05, Amendment 39-10972 (63 FR 72132, December 31, 1998)); or

(2) Within 24 calendar months after the last inspection done in accordance with AD 93-10-06, Amendment 39-8586 (58 FR 29965, May 25, 1993) (which was superseded by AD 99-01-05, Amendment 39-10972 (63 FR 72132, December 31, 1998)), whichever occurs later.

(i) Inspect Wing Lift Struts

Before further flight after the removal required in paragraph (h) of this AD, inspect each wing lift strut following paragraph (i)(1) or (i)(2) of this AD, including all subparagraphs, or do the wing lift strut replacement following one of the options in paragraph (j)(1), (j)(2), or (j)(3) of this AD.

(1) Inspect each wing lift strut for corrosion and perceptible dents following Piper MSB No. 528D, dated October 19, 1990, or Piper MSB No. 910A, dated October 10, 1989, as applicable.

(i) If no corrosion is visible and no perceptible dents are found on any wing lift strut during the inspection required in paragraph (i)(1) of this AD, before further flight, apply corrosion inhibitor to each wing lift strut following Piper MSB No. 528D, dated October 19, 1990, or Piper MSB No. 910A, dated October 10, 1989, as applicable.

Repetitively thereafter inspect each wing lift strut at intervals not to exceed 24 calendar months following the procedures in paragraph (i)(1) or (i)(2) of this AD, including all subparagraphs.

(ii) If corrosion or perceptible dents are found on any wing lift strut during the inspection required in paragraph (i)(1) of this AD or during any repetitive inspection required in paragraph (i)(1)(i) of this AD, before further flight, replace the affected wing lift strut with one of the replacement options specified in paragraph (j)(1), (j)(2), or (j)(3) of this AD. Do the replacement following the procedures specified in those paragraphs, as applicable.

(2) Inspect each wing lift strut for corrosion following the procedures in the Appendix to this AD. This inspection must be done by a Level 2 or Level 3 inspector certified using the guidelines established by the American Society for Non-destructive Testing or the "Military Standard for Nondestructive Testing Personnel Qualification and Certification" (MIL-STD-410E), which can be found on the Internet at http://aerospacedefense.thomasnet.com/Asset/MIL-STD-410.pdf.

(i) If no corrosion is found on any wing lift strut during the inspection required in paragraph (i)(2) of this AD and all requirements in the Appendix to this AD are met, before further flight, apply corrosion inhibitor to each wing lift strut following Piper MSB No. 528D, dated October 19, 1990, or Piper MSB No. 910A, dated October 10, 1989, as applicable. Repetitively thereafter inspect each

wing lift strut at intervals not to exceed 24 calendar months following the procedures in paragraph (i)(1) or (i)(2) of this AD, including all subparagraphs.

(ii) If corrosion is found on any wing lift strut during the inspection required in paragraph (i)(2) of this AD or during any repetitive inspection required in paragraph (i)(2)(i) of this AD, or if any requirement in the Appendix of this AD is not met, before further flight after any inspection in which corrosion is found or the Appendix requirements are not met, replace the affected wing lift strut with one of the replacement options specified in paragraph (j)(1), (j)(2), or (j)(3) of this AD. Do the replacement following the procedures specified in those paragraphs, as applicable.

(j) Wing Lift Strut Replacement Options

Before further flight after the removal required in paragraph (h) of this AD, replace the wing lift struts following one of the options in paragraph (j)(1), (j)(2), or (j)(3) of this AD, including all subparagraphs, or inspect each wing lift strut following paragraph (i)(1) or (i)(2) of this AD.

(1) Install original equipment manufacturer (OEM) part number wing lift struts (or FAA-approved equivalent part numbers) that have been inspected following the procedures in either paragraph (i)(1) or (i)(2) of this AD, including all subparagraphs, and are found to be airworthy. Do the installations following Piper MSB No. 528D, dated October 19, 1990, or Piper MSB No. 910A, dated October 10, 1989, as applicable. Repetitively thereafter inspect the newly installed wing lift struts at intervals not to exceed 24 calendar months following the procedures in either paragraph (i)(1) or (i)(2) of this AD, including all subparagraphs.

(2) Install new sealed wing lift strut assemblies (or FAA-approved equivalent part numbers) (these sealed wing lift strut assemblies also include the wing lift strut forks) following Piper MSB No. 528D, dated October 19, 1990, and Piper MSB No. 910A, dated October 10, 1989, as applicable. Installing one of these new sealed wing lift strut assemblies terminates the repetitive inspection requirements in paragraphs (i)(1) and (i)(2) of this AD, and the wing lift strut fork removal, inspection, and replacement requirement in paragraphs (k) and (l) of this AD, including all subparagraphs, for that wing lift strut assembly.

(3) Install F. Atlee Dodge wing lift strut assemblies following F. Atlee Dodge Aircraft Services, Inc. Installation Instructions No. 3233-I for Modified Piper Wing Lift Struts Supplemental Type Certificate (STC) SA4635NM, dated February 1, 1991, which can be found on the Internet at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/E726AAA2831BD20085256CC2000E3DB7?OpenDocument&Highlight=sa4635nm. Repetitively thereafter inspect the newly installed wing lift struts at intervals not to exceed 60 calendar months following the procedures in paragraph (i)(1) or (i)(2) of this AD, including all subparagraphs.

(k) Remove Wing Lift Strut Forks

For all affected airplane models, except for Models PA-25, PA-25-235, and PA-25-260 airplanes, within the next 100 hours time-in-service (TIS) after February 8, 1999 (the effective date retained from AD 99-01-05, Amendment 39-10972 (63 FR 72132, December 31, 1998)) or within 500 hours TIS after the last inspection done in accordance with AD 93-10-06, Amendment 39-8586 (58 FR 29965, May 25, 1993) (which was superseded by AD 99-01-05), whichever occurs later, remove the wing lift strut forks (unless already replaced in accordance with paragraph (j)(2) of this AD). Do the removal following Piper MSB No. 528D, dated October 19, 1990, or Piper MSB No. 910A, dated October 10, 1989, as applicable. Before further flight after the removal, do the actions in one of the following paragraphs (l) or (m) of this AD, including all subparagraphs.

(l) Inspect and Replace Wing Lift Strut Forks

Before further flight after the removal required in paragraph (k) of this AD, inspect the wing lift strut forks following paragraph (l) of this AD, including all subparagraphs, or do the wing lift strut

fork replacement following one of the options in paragraph (m)(1), (m)(2), (m)(3), or (m)(4) of this AD, including all subparagraphs. Inspect the wing lift strut forks for cracks using magnetic particle procedures, such as those contained in FAA Advisory Circular (AC) 43.13-1B, Chapter 5, which can be found on the Internet http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/99c827db9baac81b86256b4500596c4e/$FILE/Chapter%2005.pdf. Repetitively thereafter inspect at intervals not to exceed 500 hours TIS until the replacement time requirement specified in paragraph (l)(2) or (l)(3) of this AD is reached provided no cracks are found.

(1) If cracks are found during any inspection required in paragraph (l) of this AD or during any repetitive inspection required in paragraph (l)(2) or (l)(3) of this AD, before further flight, replace the affected wing lift strut fork with one of the replacement options specified in paragraph (m)(1), (m)(2), (m)(3), or (m)(4) of this AD, including all subparagraphs. Do the replacement following the procedures specified in those paragraphs, as applicable.

(2) If no cracks are found during the initial inspection required in paragraph (l) of this AD and the airplane is currently equipped with floats or has been equipped with floats at any time during the previous 2,000 hours TIS since the wing lift strut forks were installed, at or before accumulating 1,000 hours TIS on the wing lift strut forks, replace the wing lift strut forks with one of the replacement options specified in paragraph (m)(1), (m)(2), (m)(3), or (m)(4) of this AD, including all subparagraphs. Do the replacement following the procedures specified in those paragraphs, as applicable. Repetitively thereafter inspect the newly installed wing lift strut forks at intervals not to exceed 500 hours TIS following the procedures specified in paragraph (l) of this AD, including all subparagraphs.

(3) If no cracks are found during the initial inspection required in paragraph (l) of this AD and the airplane has never been equipped with floats during the previous 2,000 hours TIS since the wing lift strut forks were installed, at or before accumulating 2,000 hours TIS on the wing lift strut forks, replace the wing lift strut forks with one of the replacement options specified in paragraph (m)(1), (m)(2), (m)(3), or (m)(4) of this AD, including all subparagraphs. Do the replacement following the procedures specified in those paragraphs, as applicable. Repetitively thereafter inspect the newly installed wing lift strut forks at intervals not to exceed 500 hours TIS following the procedures specified in paragraph (l) of this AD, including all subparagraphs.

(m) Wing Lift Strut Fork Replacement Options

Before further flight after the removal required in paragraph (k) of this AD, replace the wing lift strut forks following one of the options in paragraph (m)(1), (m)(2), (m)(3), or (m)(4) of this AD, including all subparagraphs, or inspect the wing lift strut forks following paragraph (1) of this AD, including all subparagraphs.

(1) Install new OEM part number wing lift strut forks of the same part numbers of the existing part (or FAA-approved equivalent part numbers) that were manufactured with rolled threads. Wing lift strut forks manufactured with machine (cut) threads are not to be used. Do the installations following Piper MSB No. 528D, dated October 19, 1990, or Piper MSB No. 910A, dated October 10, 1989, as applicable. Repetitively thereafter inspect and replace the newly installed wing lift strut forks at intervals not to exceed 500 hours TIS following the procedures specified in paragraph (l) of this AD, including all subparagraphs.

(2) Install new sealed wing lift strut assemblies (or FAA-approved equivalent part numbers) (these sealed wing lift strut assemblies also include the wing lift strut forks) following Piper MSB No. 528D, dated October 19, 1990, and Piper MSB No. 910A, dated October 10, 1989, as applicable. This installation may have already been done through the option specified in paragraph (j)(2) of this AD. Installing one of these new sealed wing lift strut assemblies terminates the repetitive inspection requirements in paragraphs (i)(1) and (i)(2) of this AD, and the wing lift strut fork removal, inspection, and replacement requirements in paragraphs (k) and (l) of this AD, including all subparagraphs, for that wing lift strut assembly.

(3) For the airplanes specified below, install Jensen Aircraft wing lift strut fork assemblies specified below in the applicable STC following Jensen Aircraft Installation Instructions for Modified Lift Strut Fitting. Installing one of these wing lift strut fork assemblies terminates the repetitive inspection requirement of this AD only for that wing lift strut fork. Repetitively inspect each wing lift strut as specified in paragraph (i)(1) or (i)(2) of this AD, including all subparagraphs.

(i) For Models PA-12 and PA-12S airplanes: STC SA1583NM, which can be found on the Internet at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/2E708575849845B285256CC1008213CA?OpenDocument&Highlight=sa1583nm;

(ii) For Model PA-14 airplanes: STC SA1584NM, which can be found on the Internet at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/39872B814471737685256CC1008213D0?OpenDocument&Highlight=sa1584nm;

(iii) For Models PA-16 and PA-16S airplanes: STC SA1590NM, which can be found on the Internet at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/B28C4162E30D941F85256CC1008213F6?OpenDocument&Highlight=sa1590nm;

(iv) For Models PA-18, PA-18S, PA-18 "105" (Special), PA-18S "105" (Special), PA-18A, PA-18 "125" (Army L-21A), PA-18S "125", PA-18AS "125", PA-18 "135" (Army L-21B), PA-18A "135", PA-18S "135", PA-18AS "135", PA-18 "150", PA-18A "150", PA-18S "150", PA-18AS "150", PA-18A (Restricted), PA-18A "135" (Restricted), and PA-18A "150" (Restricted) airplanes: STC SA1585NM, which can be found on the Internet at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/A2BE010FB1CA61A285256CC1008213D6?OpenDocument&Highlight=sa1585nm;

(v) For Models PA-20, PA-20S, PA-20 "115", PA-20S "115", PA-20 "135", and PA-20S "135" airplanes: STC SA1586NM, which can be found on the Internet at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/873CC69D42C87CF585256CC1008213DC?OpenDocument&Highlight=sa1586nm; and

(vi) For Model PA-22 airplanes: STC SA1587NM, which can be found on the Internet at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/B051D04CCC0BED7E85256CC1008213E0?OpenDocument&Highlight=sa1587nm.

(4) Install F. Atlee Dodge wing lift strut assemblies following F. Atlee Dodge Installation Instructions No. 3233-I for Modified Piper Wing Lift Struts (STC SA4635NM), dated February 1, 1991, which can be found on the Internet at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgstc.nsf/0/E726AAA2831BD20085256CC2000E3DB7?OpenDocument&Highlight=sa4635nm. This installation may have already been done in accordance paragraph (j)(3) of this AD. Installing these wing lift strut assemblies terminates the repetitive inspection requirements of this AD for the wing lift strut fork only. Repetitively inspect the wing lift struts as specified in paragraph (i)(1) or (i)(2) of this AD, including all subparagraphs.

(n) Install Placard

(1) Within 1 calendar month after February 8, 1999 (the effective date retained from AD 99-01-05, Amendment 39-10972 (63 FR 72132, December 31, 1998)), or within 24 calendar months after the last inspection required by AD 93-10-06, Amendment 39-8586 (58 FR 29965, May 25, 1993) (which was superseded by AD 99-01-05), whichever occurs later, and before further flight after any replacement of a wing lift strut assembly required by this AD, do the actions in one of the following paragraphs (n)(1)(i) or (n)(1)(ii) of this AD:

(i) Install "NO STEP" decal, Piper (P/N) 80944-02, on each wing lift strut approximately 6 inches from the bottom of the wing lift strut in a way that the letters can be read when entering and exiting the airplane; or

(ii) Paint the words "NO STEP" approximately 6 inches from the bottom of the wing lift strut in a way that the letters can be read when entering and exiting the airplane. Use a minimum of 1-inch letters using a color that contrasts with the color of the airplane.

(2) The "NO STEP" markings required by paragraph (n)(1)(i) or (n)(1)(ii) of this AD must remain in place for the life of the airplane.

(o) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta ACO, FAA, has the authority to approve AMOCs for this AD related to Piper Aircraft, Inc. airplanes; the Manager, Seattle ACO, FAA has the authority to approve AMOCs for this AD related to FS 2000 Corp, FS 2001 Corp, FS 2002 Corporation, and FS 2003 Corporation airplanes; and the Manager, Standards Office, FAA, has the authority to approve AMOCs for this AD related to LAVIA ARGENTINA S.A. (LAVIASA) airplanes, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the appropriate person identified in paragraph (p) of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) AMOCs approved for AD 93-10-06, Amendment 39-8586 (58 FR 29965, May 25, 1993) and AD 99-01-05, Amendment 39-10972 (63 FR 72132, December 31, 1998) are approved as AMOCs for this AD.

(p) Related Information

(1) For more information about this AD related to Piper Aircraft, Inc. airplanes, contact: Gregory "Keith" Noles, Aerospace Engineer, FAA, Atlanta ACO, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5551; fax: (404) 474-5606; email: gregory.noles@faa.gov.

(2) For more information about this AD related to FS 2000 Corp, FS 2001 Corp, FS 2002 Corporation, and FS 2003 Corporation airplanes, contact: Jeff Morfitt, Aerospace Engineer, FAA, Seattle ACO, 1601 Lind Avenue SW, Renton, Washington 98057; phone: (425) 917-6405; fax: (245) 917-6590; email: jeff.morfitt@faa.gov.

(3) For more information about this AD related to LAVIA ARGENTINA S.A. (LAVIASA) airplanes, contact: S.M. Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; fax: (816) 329-4090; email: sarjapur.nagarajan@faa.gov.

(q) Material Incorporated by Reference

(1) The Director of the Federal Register approved the incorporation by reference (IBR) of the service information listed in this paragraph under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) You must use this service information as applicable to do the actions required by this AD, unless the AD specifies otherwise.

(3) The following service information was approved for IBR on February 8, 1999 (63 FR 72132, December 31, 1998).

(i) Piper Aircraft Corporation Mandatory Service Bulletin No. 528D, dated October 19, 1990.

(ii) Piper Aircraft Corporation Mandatory Service Bulletin No. 910A, dated October 10, 1989.

(iii) F. Atlee Dodge Aircraft Services, Inc. Installation Instructions No. 3233-I for Modified Piper Wing Lift Struts Supplemental Type Certificate (STC) SA4635NM, dated February 1, 1991.

(iv) Jensen Aircraft Installation Instructions for Modified Lift Strut Fittings, which incorporates pages 1 and 5, Original Issue, dated July 15, 1983; pages 2, 4, and 6, Revision No. 1, dated March 30, 1984; and pages a and 3, Revision No. 2, dated April 20, 1984.

(4) For Piper Aircraft, Inc. service information identified in this AD, contact Piper Aircraft, Inc., Customer Services, 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567-4361; Internet: www.piper.com. Copies of the instructions to the F. Atlee Dodge STC and information about the Jensen Aircraft STCs may be obtained from F. Atlee Dodge, Aircraft Services, LLC., 6672 Wes Way, Anchorage, Alaska 99518-0409, Internet: www.fadodge.com.

(5) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(6) You may view this service information that is incorporated by reference 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/cfr/ibr-locations.html.

APPENDIX TO AD 99-01-05 R1

Procedures and Requirements for Ultrasonic Inspection of Piper Wing Lift Struts

Equipment Requirements

1. A portable ultrasonic thickness gauge or flaw detector with echo-to-echo digital thickness readout capable of reading to 0.001-inch and an A-trace waveform display will be needed to do this inspection.

2. An ultrasonic probe with the following specifications will be needed to accomplish this inspection: 10 MHz (or higher), 0.283-inch (or smaller) diameter dual element or delay line transducer designed for thickness gauging. The transducer and ultrasonic system shall be capable of accurately measuring the thickness of AISI 4340 steel down to 0.020-inch. An accuracy of +/- 0.002-inch throughout a 0.020-inch to 0.050-inch thickness range while calibrating shall be the criteria for acceptance.

3. Either a precision machined step wedge made of 4340 steel (or similar steel with equivalent sound velocity) or at least three shim samples of same material will be needed to accomplish this inspection. One thickness of the step wedge or shim shall be less than or equal to 0.020-inch, one shall be greater than or equal to 0.050-inch, and at least one other step or shim shall be between these two values.

4. Glycerin, light oil, or similar non-water based ultrasonic couplants are recommended in the setup and inspection procedures. Water-based couplants, containing appropriate corrosion inhibitors, may be utilized, provided they are removed from both the reference standards and the test item after the inspection procedure is completed and adequate corrosion prevention steps are then taken to protect these items.

- Note: Couplant is defined as "a substance used between the face of the transducer and test surface to improve transmission of ultrasonic energy across the transducer/strut interface."
- Note: If surface roughness due to paint loss or corrosion is present, the surface should be sanded or polished smooth before testing to assure a consistent and smooth surface for making contact with the transducer. Care shall be taken to remove a minimal amount of structural material. Paint repairs may be necessary after the inspection to prevent further corrosion damage from occurring. Removal of surface irregularities will enhance the accuracy of the inspection technique.

Instrument Setup

1. Set up the ultrasonic equipment for thickness measurements as specified in the instrument's user's manual. Because of the variety of equipment available to perform ultrasonic thickness measurements, some modification to this general setup procedure may be necessary. However, the tolerance requirement of step 13 and the record keeping requirement of step 14, must be satisfied.

2. If battery power will be employed, check to see that the battery has been properly charged. The testing will take approximately two hours. Screen brightness and contrast should be set to match environmental conditions.

3. Verify that the instrument is set for the type of transducer being used, i.e. single or dual element, and that the frequency setting is compatible with the transducer.

4. If a removable delay line is used, remove it and place a drop of couplant between the transducer face and the delay line to assure good transmission of ultrasonic energy. Reassemble the delay line transducer and continue.

5. Program a velocity of 0.231-inch/microsecond into the ultrasonic unit unless an alternative instrument calibration procedure is used to set the sound velocity.

6. Obtain a step wedge or steel shims per item 3 of the Equipment Requirements. Place the probe on the thickest sample using couplant. Rotate the transducer slightly back and forth to "ring" the transducer to the sample. Adjust the delay and range settings to arrive at an A-trace signal display with the first backwall echo from the steel near the left side of the screen and the second backwall echo near the right of the screen. Note that when a single element transducer is used, the initial pulse and the delay line/steel interface will be off of the screen to the left. Adjust the gain to place the amplitude of the first backwall signal at approximately 80% screen height on the A-trace.

7. "Ring" the transducer on the thinnest step or shim using couplant. Select positive half-wave rectified, negative half-wave rectified, or filtered signal display to obtain the cleanest signal. Adjust the pulse voltage, pulse width, and damping to obtain the best signal resolution. These settings can vary from one transducer to another and are also user dependent.

8. Enable the thickness gate, and adjust the gate so that it starts at the first backwall echo and ends at the second backwall echo. (Measuring between the first and second backwall echoes will produce a measurement of the steel thickness that is not affected by the paint layer on the strut). If instability of the gate trigger occurs, adjust the gain, gate level, and/or damping to stabilize the thickness reading.

9. Check the digital display reading and if it does not agree with the known thickness of the thinnest thickness, follow your instrument's calibration recommendations to produce the correct thickness reading. When a single element transducer is used this will usually involve adjusting the fine delay setting.

10. Place the transducer on the thickest step of shim using couplant. Adjust the thickness gate width so that the gate is triggered by the second backwall reflection of the thick section. If the digital display does not agree with the thickest thickness, follow your instruments calibration recommendations to produce the correct thickness reading. A slight adjustment in the velocity may be necessary to get both the thinnest and the thickest reading correct. Document the changed velocity value.

11. Place couplant on an area of the lift strut which is thought to be free of corrosion and "ring" the transducer to surface. Minor adjustments to the signal and gate settings may be required to account for coupling improvements resulting from the paint layer. The thickness gate level should be set just high enough so as not to be triggered by irrelevant signal noise. An area on the upper surface of the lift strut above the inspection area would be a good location to complete this step and should produce a thickness reading between 0.034-inch and 0.041-inch.

12. Repeat steps 8, 9, 10, and 11 until both thick and thin shim measurements are within tolerance and the lift strut measurement is reasonable and steady.

13. Verify that the thickness value shown in the digital display is within +/- 0.002-inch of the correct value for each of the three or more steps of the setup wedge or shims. Make no further adjustments to the instrument settings.

14. Record the ultrasonic versus actual thickness of all wedge steps or steel shims available as a record of setup.

Inspection Procedure

1. Clean the lower 18 inches of the wing lift struts using a cleaner that will remove all dirt and grease. Dirt and grease will adversely affect the accuracy of the inspection technique. Light sanding or polishing may also be required to reduce surface roughness as noted in the Equipment Requirements section.

2. Using a flexible ruler, draw a 1/4-inch grid on the surface of the first 11 inches from the lower end of the strut as shown in Piper MSB No. 528D, dated October 19, 1990, or Piper MSB No. 910A, dated October 10, 1989, as applicable. This can be done using a soft (2) pencil and should be done on both faces of the strut. As an alternative to drawing a complete grid, make two rows of marks spaced every 1/4-inch across the width of the strut. One row of marks should be about 11 inches from the lower end of the strut, and the second row should be several inches away where the strut starts to narrow. Lay the flexible ruler between respective tick marks of the two rows and use tape or a rubber band to keep the ruler in place. See Figure 1.

3. Apply a generous amount of couplant inside each of the square areas or along the edge of the ruler. Re-application of couplant may be necessary.

4. Place the transducer inside the first square area of the drawn grid or at the first 1/4-inch mark on the ruler and "ring" the transducer to the strut. When using a dual element transducer, be very careful to record the thickness value with the axis of the transducer elements perpendicular to any curvature in the strut. If this is not done, loss of signal or inaccurate readings can result.

5. Take readings inside each square on the grid or at 1/4-inch increments along the ruler and record the results. When taking a thickness reading, rotate the transducer slightly back and forth and experiment with the angle of contact to produce the lowest thickness reading possible. Pay close attention to the A-scan display to assure that the thickness gate is triggering off of maximized backwall echoes.

NOTE: A reading shall not exceed .041 inch. If a reading exceeds .041-inch, repeat steps 13 and 14 of the Instrument Setup section before proceeding further.

6. If the A-trace is unsteady or the thickness reading is clearly wrong, adjust the signal gain and/or gate setting to obtain reasonable and steady readings. If any instrument setting is adjusted, repeat steps 13 and 14 of the Instrument Setup section before proceeding further.

7. In areas where obstructions are present, take a data point as close to the correct area as possible.

NOTE: The strut wall contains a fabrication bead at approximately 40% of the strut chord. The bead may interfere with accurate measurements in that specific location.

8. A measurement of 0.024-inch or less shall require replacement of the strut prior to further flight.

9. If at any time during testing an area is encountered where a valid thickness measurement cannot be obtained due to a loss of signal strength or quality, the area shall be considered suspect. These areas may have a remaining wall thickness of less than 0.020-inch, which is below the range of this setup, or they may have small areas of localized corrosion or pitting present. The latter case will result in a reduction in signal strength due to the sound being scattered from the rough surface and may result in a signal that includes echoes from the pits as well as the backwall. The suspect area(s) shall be tested with a Maule "Fabric Tester" as specified in Piper MSB No. 528D, dated October 19, 1990, or Piper MSB No. 910A, dated October 10, 1989.

10. Record the lift strut inspection in the aircraft log book.

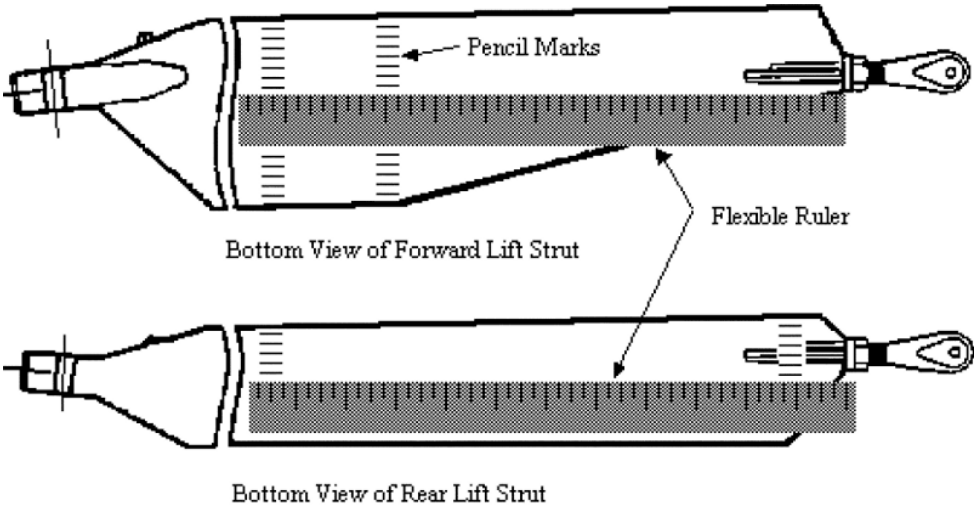

Figure 1

Issued in Kansas City, Missouri, on November 22, 2013.
Earl Lawrence,
Manager, Small Airplane Directorate,
Aircraft Certification Service.