



No.	CF-2002-09	1/6
Issue Date	28 January 2002	

AIRWORTHINESS DIRECTIVE

The following airworthiness directive (AD) may be applicable to an aircraft which our records indicate is registered in your name. ADs are issued pursuant to **Canadian Aviation Regulation (CAR) 593**. Pursuant to **CAR 605.84** and the further details of **CAR Standard 625, Appendix H**, the continuing airworthiness of a Canadian registered aircraft is contingent upon compliance with all applicable ADs. Failure to comply with the requirements of an AD may invalidate the flight authorization of the aircraft. Alternative means of compliance shall be applied for in accordance with **CAR 605.84** and the above-referenced **Standard**.

This AD has been issued by the Continuing Airworthiness Division (AARDG), Aircraft Certification Branch, Transport Canada, Ottawa, telephone (613) 952-4357.

- Number:** CF-2002-09
- Subject:** LAVIA (formerly the New Piper Aircraft, Inc.) PA-25 - Wing Lift Struts
- Effective:** 22 February 2002
- Revision:** Supersedes Federal Aviation Administration (FAA) AD 99-01-05.
- Applicability:** Canadian registered The New Piper Aircraft, Inc. Models PA-25, PA-25-235 and PA-25-260, serial numbers 25-1 through 25-8156024.
- Compliance:** As indicated unless already accomplished.
- Background:** The FAA has issued Airworthiness Directive (AD) 99-01-05 to supersede AD 93-10-06, which required repetitive inspections of the wing lift struts and wing lift strut forks for cracks or corrosion on all aircraft models of The New Piper Aircraft, Inc. (Piper) that are equipped with wing lift struts, and replacing any struts or forks that are found cracked or corroded. AD 99-01-05 eliminates the lift strut fork repetitive inspections on the PA-25 model aircraft, provides an ultrasonic inspection option for inspecting the wing lift strut, and adds requirement to install the "No Step" placard on the wing lift struts. The type certificate for the PA-25 model was transferred from the New Piper Aircraft Inc. to Latino American De Aviacion (Lavia) in the Republic of Argentina on 15 April 1998. The FAA directive 99-01-05 was issued after this transfer date, and therefore it is not automatically accepted in Canada for the PA-25 model aircraft. Direccion Nacional de Aeronavegabilidad (DNA), Republic of Argentina, which is now the aviation authority with jurisdiction over the type design for these models, has not yet issued an equivalent directive. Transport Canada is, therefore, issuing this Canadian airworthiness directive for the models identified in the applicability section above, to ensure the continued airworthiness of these affected aircraft.
- Corrective Actions:** To prevent in-flight separation of the wing from the aircraft caused by corroded wing lift struts or cracked wing lift strut forks, which could result in loss of control of the aircraft, accomplish the following:
1. For all affected aircraft models, within 1 calendar month after the effective date of this AD or within 24 calendar months after the last inspection accomplished in accordance with AD 93-10-06 or 99-01-05 (superseded by this action), whichever occurs later, remove the wing lift struts in accordance with Piper Service Bulletin (SB) No. 528D, dated October 19, 1990 and accomplish one of the following [the actions in either paragraph 1(a), 1(b), 1(c), 1(d), or 1(e); including sub-paragraphs, of this directive (AD).]:
 - (a) Inspect the wing lift struts for corrosion in accordance with the "Instructions" section in Part I of Piper SB No. 528D, dated October 19, 1990.
 - (i) If no perceptible dents (as defined in the above SB) are found in the wing lift strut and no corrosion is externally visible, prior to further flight, apply

Pursuant to **CAR 202.51** the registered owner of a Canadian aircraft shall, within seven days, notify the Minister in writing of any change of his or her name or address. To request a change of address, contact the Civil Aviation Communications Centre (AARA) at Place de Ville, Ottawa, Ontario K1A 0N8, or 1-800-305-2059, or <http://www.tc.gc.ca/aviation/pubs/index.htm>.

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corrosion inhibitor to each strut in accordance with the above SBs. Re-inspect the lift struts at intervals not to exceed 24 calendar months and accomplish any of the requirements of paragraph 1 of this AD, including all sub-paragraphs.

- (ii) If a perceptible dent (as defined in the above SB) is found in the wing lift strut or external corrosion is found, prior to further flight, accomplish one of the installations (and subsequent actions presented in each paragraph) specified in paragraphs 1(c), 1(d), or 1(e) of this AD.
- (b) Inspect the wing lift struts for corrosion in accordance with the Appendix to this AD.
 - (i) If no corrosion is found that is externally visible and all requirements in the Appendix to this AD are met, prior to further flight, apply corrosion inhibitor to each strut in accordance with the above SB. Re-inspect the lift struts at intervals not to exceed 24 calendar months and accomplish any of the requirements of paragraph (a) of this AD, including all sub-paragraphs.
 - (ii) If external corrosion is found or if any of the requirements in the Appendix of this AD are not met, prior to further flight, accomplish one of the installations (and subsequent actions presented in each paragraph) specified in paragraphs 1(c), 1(d), or 1(e) of this AD.
- (c) Install original equipment manufacturer (OEM) part number wing struts (or FAA-approved equivalent part numbers) that have been inspected in accordance with the specifications presented in either paragraph 1(a) or 1(b) of this AD, and are found to be airworthy according to the inspection requirements included in these paragraphs. Thereafter, inspect these wing lift struts at intervals not to exceed 24 calendar months in accordance with the specifications presented in either paragraph 1(a) or 1(b) of this AD.
- (d) Install new sealed wing lift strut assemblies, part numbers as specified in Piper SB No. 528D (or FAA-approved equivalent part numbers) on each wing as specified in the Instructions section in Part II of the above-referenced SB. These sealed wing lift strut assemblies also include the wing lift strut forks. Installation of these assemblies constitutes terminating action for the inspection requirements of paragraph 1 of this AD.
- (e) Install F. Atlee Dodge wing lift strut assemblies in accordance with F. Atlee Dodge Installation Instructions No. 3233-I for Modified Piper Wing Lift Struts [Supplemental Type Certificate (STC) SA4635NM], dated February 1, 1991. Thereafter, inspect these wing lift struts at intervals not to exceed 60 calendar months in accordance with the specifications presented in paragraph 1(a) or 1(b) of this AD.
- 2. If holes are drilled, in either one of the scenarios presented in paragraphs 2(a) and 2(b) of this AD, to attach cuffs, door clips, or other hardware, inspect the wing lift struts at intervals not to exceed 24 calendar months using the procedures specified in paragraphs 1(a) and 1(b), including all sub-paragraphs of this AD:
 - (a) Wing lift strut assemblies installed in accordance with 1(d) of this AD; or
 - (b) F. Atlee Dodge wing lift strut assemblies installed in accordance with paragraph 1(e) of this AD.
- 3. For all affected aircraft models, within 1 calendar month after the effective date of this AD or within 24 calendar months after the last inspection accomplished in accordance with AD 93-10-06 or 99-01-05 (superseded by this action), whichever occurs later, and thereafter prior to further flight after the installation of any lift strut