



1. Applicability

This Bulletin refers to Piper PA-22 aircraft of all models and will be of interest to:

- owners of Piper PA-22 aircraft
- maintenance organisations that carry out maintenance on PA-22 aircraft, and
- Licensed Aircraft Maintenance Engineers who carry out maintenance on PA-22 aircraft.

2. Purpose

The purpose of this Bulletin is to recommend that registered operators and maintainers of PA-22s consider the need to continue performing some maintenance operations previously mandated by AD.

3. Background

In 2008 a review was conducted of all Airworthiness Directives applicable to PA-22 aircraft. Five of these Directives specified routine maintenance tasks that were not the subject of manufacturer's service documents and were cancelled because Airworthiness Directives were no longer justified. The Directives had been in force for many years, so had been used in planning the routine maintenance of PA-22 aircraft.

4. Maintenance

The maintenance actions that were previously mandated by AD are:

a) At intervals not exceeding 100 hours time in service:

Inspect the nut and washer at the upper end of the tailplane actuating jack (P/N 4296-02) for excessive wear and adequate lubrication. End play in the jack-shaft should only be sufficient to permit free rotation of the shaft throughout the operating range.
(Previously AD/PA-22/12)

b) At intervals not exceeding 200 hours time in service:

For aircraft fitted with Scott brake master cylinder P/N B711 install new brake master cylinder diaphragms, Scott P/N B1751 (Piper P/N 750 384) (Previously AD/PA-22/15 Amdt 1)

c) At intervals not exceeding 3 years:

Remove interior trim to expose fuselage lateral members at top of windshield, front and rear spar carry-through structure and upper longerons in cabin area. Visually inspect the exposed structural



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members for corrosion and condition of protective coatings.
(Previously AD/PA-22/29)

d) At intervals not exceeding 5 years:

For aircraft with serial numbers 22-01 through 22-9848. If Piper Service Bulletin No. 819 has not been accomplished, carry out a radiographic inspection of the areas stipulated in SB No. 819 to a scheme approved by CASA or an alternative suitable scheme. Note that radiographic technique No. ANTDS.86.4 by Gippsland Aeronautics is an acceptable scheme. (Previously AD/PA-22/32)

5. Recommendation

CASA recommends that owners and maintainers of PA-22 aircraft consider these maintenance tasks when planning maintenance of PA-22 aircraft.

6. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link e-mail address:

AirworthinessBulletin@casa.gov.au

or in writing, to:

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