

N81916

AIRCRAFT REGISTRATION NO.

28-8016311

AIRCRAFT SERIAL NO.

PA28-161

TYPE AIRCRAFT

adNote™

76-7-12 Rev.1 N/R

AD NUMBER

Bendix Ignition Switch

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL	DUE AT		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME		
07/08/19		7139.9	c/w by ops check	7139.9	7239.9		✓ AP38154671A
09/12/19		7210.3	c/w by ops check	7210.3	7310.3		✓ AP38154671A
03/27/20		7340.6	c/w by ops check		7440.6		✓ AP38154671A
07/15/20		7481.8	c/w by ops check	75	7581.8		R. Giron, owner CEL 3725178
08/15/20		7531.0	c/w by ops check		7631.0		R. Giron, owner CEL 3725178
09/08/20		7618.12	c/w by ops check		7718.12		R. Giron, owner CEL 3725178
09/24/20		7674.49	c/w by ops check		7724.49		R. Giron, owner CEL 3725178
10/03/20		7716.01	c/w by ops check		7816.01		R. Giron, owner CEL 3725178
10/17/20		7765.6	c/w by ops check		7865.6		R. Giron, owner CEL 3725178
11/08/20		7813.1	c/w by ops check		7913.1		✓ AP38154671A
12/11/20		7899.0	c/w by ops check		7999.0		R. Giron, owner CEL 3725178
01/04/21		7955.56	c/w by ops check		8055.56		R. Giron, owner CEL 3725178
01/18/21		7997.5	c/w by ops check		8097.5		R. Giron, owner CEL 3725178
02/07/21		8044.8	c/w by ops check		8144.8		R. Giron, owner CEL 3725178
02/23/21		8066.54	c/w by ops check		8166.54		R. Giron, owner CEL 3725178

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Amendment 39-2575 as amended by Amendment 39-3024.

Applies to all aircraft employing magnetos and using Bendix ignition switches listed in the table below except switches identified by four digit date code (new) adjacent to the model number or a white dot (modified) on the support plate adjacent to the Bendix logo.

Bendix Switches Switch Function	Rotary Action, Key or Lever Actuated Bendix (series) Part Numbers
Twist-to-Start	10-357XXX, 10-126XXX
Twist-to-Start/Push-to-Prime	10-357XXX, 10-126XXX
Push-to-Start	10-357XXX, 10-126XXX, 10-157XXX

Compliance required as indicated:

1. For switches subject to this AD, conduct the following checks within the next **100 hours** time in service and each 100 hours thereafter to detect possible switch malfunction:

(a) Observing regular ground run-up procedures, allow the engine to reach operating temperatures and perform a normal magneto check.

(b) With the engine at normal idle, rotate the switch key or lever through the "OFF" detent to the extreme limit of its travel in the "OFF" direction.

(c) If the engine stops firing, this indicates an airworthy switch.

(d) If the engine continues to run with the switch in the extreme "OFF" direction indicating a malfunctioning switch, prior to the next flight accomplish Part III outlined in Bendix Service Bulletin No. 583, dated April 1976, for Repair and Replacement or use an alternate method approved by Chief, Engineering and Manufacturing Branch, Eastern Region.

2. The aircraft may be flown in accordance with FAR 21.197 to a place where these modifications can be accomplished.

3. The checks required by this AD may be performed by the pilot.

4. Upon submission by an operator with substantiating data, an FAA Maintenance Inspector subject to prior approval of the Chief, Engineering and Manufacturing Branch, FAA Eastern Region may adjust the compliance times specified in this AD if the request contains substantiating data to justify the increase for the operator:

(NOTE: If the engine continues to run when complying with paragraph 1 and repair or replacement cannot or will not be accomplished immediately, the magneto (primary circuit) should be grounded in accordance with Bendix Service Bulletin No. 583, dated April 1976.)

Amendment 39-2575 was effective April 14, 1976.

This amendment 39-3024 is effective August 30, 1977.



DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL. DUE AT		AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
3/13/21	8116.5	8116.5	c/w by ops. check	8116.5	8216.5	R. Giron, owner / 3725178
7/21/21	8185.3	8185.3	c/w by ops check ok	8285.3	8285.3	R. Giron / ARP 2451974JA
9/1/21	8242.9	8242.9	c/w by ops check ok	8342.9	8342.9	R. Giron owner / 3725178
10/17/21	8332.0	8332.0	c/w by ops check OK	8432.0	8432.0	R. Giron owner / 3725178
10/18/21	8346.0	8346.0	c/w by ops check ok	8446.0	8446.0	R. Giron owner / 3725178
11/22/21	8415.6	8415.6	c/w by ops check ok	8515.6	8515.6	R. Giron owner / 3725178
01/17/22	8501.2	8501.2	c/w by ops check, ok	8601.2	8601.2	R. Giron owner / 3725178
02/26/22	8580.2	8580.2	c/w by ops check, ok	8680.2	8680.2	R. Giron owner / ARP 3725178
05/19/22	8648.4	8648.4	c/w by ops check ok	8748.4	8748.4	R. Giron / ARP 2451974JA
05/05/22	8715.4	8715.4	c/w by ops check ok	8815.4	8815.4	R. Giron / 3725178 ATP
06/29/22	8813.0	8813.0	c/w by ops check ok	8913.0	8913.0	R. Giron owner / 3725178 ATP
09/21/22	8911.4	8911.4	c/w by ops check ok	9011.4	9011.4	R. Giron owner / 3725178 ATP
01/23/23	9110.1	9110.1	c/w by ops check, OK	9210.1	9210.1	R. Giron / ARP 39154671A
05/12/23	9176.9	9176.9	c/w by ops check, OK	9276.9	9276.9	R. Giron / ARP 39154671A
07/10/23	9274.2	9274.2	c/w by ops check, OK	9374.2	9374.2	R. Giron / owner 3725178 ATP
05/17/23	9334.0	9334.0	c/w by ops check, OK	9434.0	9434.0	R. Giron / owner 3725178 ATP
08/22/23	9431.2	9431.2	c/w by ops check, OK	9531.2	9531.2	R. Giron / owner 3725178 ATP
12/5/23	9616.7	9616.7	c/w by ops check	9716.7	9716.7	R. Giron / ARP 3230713 JA
10/13/23	9590.5	9590.5	c/w by ops check	9690.5	9690.5	R. Giron / owner 3725178 ATP
11/4/23	9634.0	9634.0	c/w by ops check	9734.0	9734.0	R. Giron / owner 3725178 ATP
12/10/23	9732.8	9732.8		9832.8	9832.8	SEE AIRFRAME ENTRY
10/24/24	9823.2	9823.2	c/w by ops check, ok	9923.2	9923.2	R. Giron / owner / 3725178 ATP
3/18/24	9906.50	9906.50	c/w by ops check	9906.5	9906.5	R. Giron / owner / 3725178 ATP
4/21/24	9994.9	9994.9	c/w by ops check	9994.9	9994.9	R. Giron / owner 3725178 ATP

N81916

AIRCRAFT REGISTRATION NO.

28-8016311

AIRCRAFT SERIAL NO.

7A28-161

TYPE AIRCRAFT

adNote™

2004-10-14 Corr. R

AD NUMBER

Lycoming Engine

If multi-engine: ☐ Left ☐ Right ☐ Front ☐ Rear

Engine Model: _____

Serial No: _____

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL	DUE AT	AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
07/08/19		7139.9	N/A until Prop Strike			<i>[Signature]</i> 3815-9671A

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Amendment 39-13644. Docket No. 89-ANE-10-AD. Supersedes AD 91-14-22, Amendment 39-6916.

Effective Date

(a) This AD becomes effective June 25, 2004.

Affected Ads

(b) This AD supersedes AD 91-14-22.

Applicability

(c) This AD applies to Lycoming Engines (formerly Lycoming), direct-drive reciprocating engines (except O-145, O-320-H, O-360-E, LO-360-E, LTO-360-E, TO-360-E, O-435, and TIO-541 series engines).

Unsafe Condition

(d) This AD results from a change to the definition of a propeller strike or sudden stoppage. The actions specified in this AD are intended to prevent loosening or failure of the crankshaft gear retaining bolt, which may cause sudden engine failure.

Compliance

(e) Compliance with this AD is required as indicated before further flight if the engine experiences a propeller strike after the effective date of this AD, as defined in paragraphs (i) and (j) of this AD.

(f) Inspect, and if necessary repair, the crankshaft counter bored recess, the alignment dowel, the bolt hole threads, and the crankshaft gear for wear, galling, corrosion, and fretting in accordance with steps 1 through 5 of Lycoming Mandatory Service Bulletin (MSB) No. 475C, dated January 30, 2003.

(g) Remove the existing gear retaining bolt and lockplate from service, and install a new bolt and lockplate, in accordance with steps 6 and 7 of Lycoming MSB No. 475C, dated January 30, 2003.

Prohibition of Retaining Bolt and Lockplate

(h) Do not install the gear retaining bolt and lockplate that were removed in paragraph (g) of this AD, into any engine.

Definition of Propeller Strike

(i) For the purposes of this AD, a propeller strike is defined as follows:

(1) Any incident, whether or not the engine is operating, that requires repair to the propeller other than minor dressing of the blades.

(2) Any incident during engine operation in which the propeller impacts a solid object that causes a drop in revolutions per minute (RPM) and also requires structural repair of the propeller (incidents

requiring only paint touch-up are not included). This is not restricted to propeller strikes against the ground.

(3) A sudden RPM drop while impacting water, tall grass, or similar yielding medium, where propeller damage is not normally incurred.

(j) The preceding definitions include situations where an aircraft is stationary and the landing gear collapses causing one or more blades to be substantially bent, or where a hangar door (or other object) strikes the propeller blade. These cases should be handled as sudden stoppages because of potentially severe side loading on the crankshaft flange, front bearing, and seal.

Alternative Methods of Compliance

(k) The Manager, New York Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(l) You must use Lycoming MSB No. 475C, dated January 30, 2003, to perform the inspections and repairs required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. You can get a copy from Lycoming Engines, 652 Oliver Street, Williamsport, PA 17701, U.S.A; telephone (570) 323-6181; fax (570) 327-7101. You can review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or 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/code-of-federal-regulations/br-locations.html>

Related Information

(m) None.

Issued in Burlington, Massachusetts, on May 12, 2004. Peter A. White, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

CORRECTION: [Federal Register: June 28, 2004 (Volume 69, Number 123); Page 36007; www.access.gpo.gov/su_docs/aces/aces140.html] Go to the attached "pdf" for full correction text. This copy reflects the correction.

N81916

AIRCRAFT REGISTRATION NO.

28-8016311

AIRCRAFT SERIAL NO.

PA28-161

TYPE AIRCRAFT

adNote™

2013-2-13

R

AD NUMBER

Horizontal Stabilizer

DATE	TOTAL TIME AT COMPL.	TACH OR RECORDING METER TIME AT COMPL.	METHOD OF COMPLIANCE	NEXT COMPL	DUE AT	AUTHORIZED SIGNATURE & NUMBER
				TOTAL TIME	DATE, TACH, OR RECORDING METER TIME	
05/24/13		6578-11	C/W by Visual Inspection of Stabilizer Control cables	2,000 hrs	8578-11	38154671A
08/27/20		7340.6	C/W by Visual Inspection of stab. Control	2,000 hrs	9340.6	38154671A
			*A/C log #2			

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Amendment 39-17334; Docket No. FAA-2012-0731; Directorate Identifier 2012-CE-020-AD.

(a) Effective Date

This AD is effective March 11, 2013.

(b) Affected ADs

None.

(c) Applicability

This AD applies to Models PA-28-236, PA-28-140, PA-28-150, PA-28-151, PA-28-160, PA-28-161, PA-28-180, PA-28-181, PA-28-201T, PA-28R-201, PA-28-235, PA-28R-201T, PA-28S-160, PA-28S-180, PA-28R-180, PA-28R-200, PA-28RT-201, PA-28RT-201T, PA-32-260, PA-32-301, PA-32-301T, PA-32-300, PA-32R-300, PA-32R-301T, PA-32R-301 (SP), PA-32R-301 (HP), PA-32RT-300, PA-32RT-300T, PA-32S-300, PA-32-301FT, PA-32-301XTC, PA-34-200, PA-34-200T, PA-34-220T, PA-44-180, and PA-44-180T airplanes, all serial numbers, certificated in any category.

(d) Subject

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 2740, Stabilizer Control System.

(e) Unsafe Condition

This AD was prompted by reports of control cable assembly failures that may lead to failure of the horizontal stabilizer control system and could result in loss of pitch control. This AD requires inspections of the stabilator control system and replacement of parts as necessary. We are issuing this AD to correct the unsafe condition on these products.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Inspection

(1) Initially inspect the stabilator control system following instructions 1 through 10 of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1245A, dated November 28, 2012, as follows:

(i) If the age of the airplane is at or exceeds 15 years as of March 11, 2013 (the effective date of this AD): At the next annual inspection or within the next 12 months after March 11, 2013 (the effective date of this AD).

(ii) If the age of the airplane is less than 15 years as of March 11, 2013 (the effective date of this AD): When the age of the airplane reaches 15 years, then at the next annual inspection or within 12 months after the airplane reaches 15 years of age.

(iii) If the age of the airplane cannot be determined as of March 11, 2013 (the effective date of this AD): At the next annual inspection or within the next 12 months after March 11, 2013 (the effective date of this AD).

Note for paragraph (g)(1)(i), (g)(1)(ii), and (g)(1)(iii) of this AD: To assist in determining the age of the airplane, you may contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567-4361; Internet: www.piper.com; or access the FAA airplane registry database at: http://registry.faa.gov/aircraftinquiry/Serial_Inquiry.aspx.

(2) After the applicable initial inspection required in paragraph (g)(1) of this AD, repetitively thereafter at intervals not to exceed 2,000 hours time-in-service or 7 years, whichever occurs first, inspect the stabilator control system following

instructions 1 through 10 of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1245A, dated November 28, 2012.

(h) Repair

If any cracks, corrosion, or cable fraying are found during any inspection required in paragraphs (g)(1) or (g)(2) of this AD, before further flight, replace the damaged part with an airworthy part.

(i) Credit for Actions Accomplished in Accordance With Previous Service Information

This AD provides credit for the actions required in this AD if already done before March 11, 2013 (the effective date of this AD) following Piper Aircraft, Inc. Mandatory Service Bulletin No. 1245, dated May 3, 2012.

(j) Alternative Methods of Compliance (AMOCs)

(1) The Manager, Atlanta Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, 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 person identified in the Related Information section 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.

(k) Related Information

For more information about this AD, contact Hector Hernandez, Aerospace Engineer, FAA, Atlanta ACO, 1701 Columbia Avenue, College Park, Georgia 30337; telephone: (404) 474-5587; fax: (404) 474-5606; email: hector.hernandez@faa.gov.

(l) 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) Piper Aircraft, Inc. Mandatory Service Bulletin No. 1245A dated November 28, 2012.

(ii) Reserved.

(3) For Piper Aircraft, Inc. service information identified in this AD, contact Piper Aircraft, Inc., 2926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567-4361; Internet: <http://www.piper.com/pages/publications.cfm>.

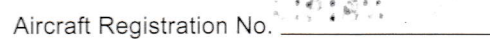
(4) You may view this service information at FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(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 Kansas City, Missouri, on January 22, 2013.

Earl Lawrence, Manager, Small Airplane Directorate, Aircraft Certification Service.

Page No. _____



Type Aircraft _____

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