Tips from Comanche *Flyer* magazines Feb 1973 – Sep 2012

CHAPTER FOURTEEN

AD COMPLIANCE
(AD LISTING ALL PA24 / PA30-39 AIRCRAFT)

Table of Contents

As I get many requests for a list of the AD notes, space permitting. Please remember that this is not a complete listing of all ADs which may apply to your aircraft. There are ADs on beacons, radios, ELTs and many other items which may be in your aircraft and we have no way of knowing which of these items you have. This listing is the primary ones from Piper, Lycoming, Hartzell, McCauley and Bendix. Maurice Taylor Technical Director

Comanche 180 AD List

AD #:	PIPER PA-24-180
58−25−05	Door latch modification
59−06−05	Nose gear bungee
59−07−05	Oil cooler line clearance
59−12−09	Control wheel sprocket stud
59−13−02	Aileron balance weight
59−26−02	Two fuel cell vent tubes
60−24−03	Fuel vent tubes
61−16−06	Fuel selector valve handles
62−10−03	Aileron counterweight bay rework
62−26−05	Exhaust system
63−27−03	Landing gear retraction motor circuit
64−22−03	Landing gear safety switch
65−25−03	Nose landing gear drag link clevis
68−05−01	Exhaust mufflers
68−13−03	Fuel cell collapse
72−22−05	Operation limitation placard
74−13−03	Stabilator attach bolts
75−05−02	Engine oil
75−12−06	Fin forward spar
75−27−08	Torque tube bearing fittings
77−08−01	Aileron spar cracks
77−13−21	Prevent landing gear collapse
79−20−10	Aileron nose rib reinforcement Piper Kit Part No. 763 893 (supersedes AD 74-10-03)
82−23−01 R1	Placard near flap actuator
83−19−03	Lower spar cap inspection
85−02−05 R1	P/N 683-107 placard installation (supersedes P/N 81090-02)
94−13−10	Stabilizer Torque Tube (Hi-Shear rivet replacement kit) (supersedes 74-13-01)
97−01−01 R1	Main gear sidebrace stud (supersedes 97-01-01 which superseded 95−20−07)
98−21−21 R1	Bob Fields Aerocessories Inflatable door seals (supersedes 98-21-21)
99-05-09	Induction Air Filter

AD #:	LYCOMING Engine O-360-A1A
59−10−07	Cylinder baffle clamps
64−16−05	AC fuel pumps
66−20−04	AC oil filters
73−23−01	Lyc. overhauled engine
75−08−09	Oil pump gears
79−10−03R2	Engine mount bolts
79−15−02	Carburetor channel plug
80−04−03R1	Valve spring seats
80−14−07	Valve spring seats
81−18−04R2	Sintered impellers
87−10−06	Rocker arm assembly
90−04−06R1	Governor oil line
91−14−22	Propeller strike
92−12−05	Piston pin failure
92−15−16	Carburetor float
93−05−21	Overhauled fuel pump
93−11−11	Overhauled fuel pump
93−19−04	Supersedes 92−15−16
94−14−13	Bad Fuel
96−09−10	Oil Pump (81−18−04R2)
98-17-11	Crankshafts
2004-10-14	Crankshaft gear
2006-06-16	Crankshaft
2006-12-07	ECi cylinder assemblies

AD #:	**BENDIX** Magnetos S4LN-20 and S4LN-21 AD's
73−07−04	Coil
73−10−02	Servo unit −DNA to 180
74−26−09	Drive shaft
76−07−12	Rotary switch
78−09−07	R3 Coupling
79−21−08	Servo unit − DNA to 180
82−13−01	Distributor block
82−20−01	Impulse coupling
94−01−03	R1/R2 Magneto update
94−06−09	Non−grounded magneto
SB #599D	Coupling wear rate
96−12−07	Impulse Coupling
2005-12-06	Riveted-impulse coupling assemblies and snap-ring coupling assemblies

AD #:	HARTZELL Propeller HC−92ZK−8D
60−16−04	Guide collars
73−02−01	Blade inspection
95−11−08	Blade Inspection
2005-18-12	"Z-shank" blade

AD #:	MCCAULEY Propeller: 2D36C 14
64−24−04	Cracks blade shank
70−04−01	Blade failure
77−16−01	Prop modification
2005-14-11	Failed propeller blade

Comanche 250 AD List

AD #:	PIPER PA-24-250
59−06−05	Nose gear bungee
59−12−09	Control wheel sprocket stud
59−13−02	Aileron balance weight
59−26−02	Two fuel cell vent tubes
60−24−03	Fuel vent tubes
61−16−06	Fuel selector valve handles
61−20−02	Exhaust stack reinforcement
62−10−03	Aileron counterweight bay rework
62−26−05	Exhaust System
63−27−03	Landing gear retraction motor circuit
64−10−04	Carburetor air box deflector vanes
64−22−03	Landing gear Safety Switch
65−11−04	Stabilator control system
65−25−03	Nose landing gear drag link clevis
68−05−01	Exhaust mufflers
68−13−03	Fuel cell collapse
72−22−05	Operation limitation placard
74−13−03	Stabilator attach bolt
75−05−02	Engine oil
75−12−06	Fin forward spar
75−27−08	Torque tube bearing fittings
76−19−07	Stabilator weightt assembly
77−08−01	Aileron spar cracks
77−13−21	Prevent landing gear collapse
79−20−10	Aileron nose rib reinforcement Piper Kit Part No. 763 893 (supersedes AD 74-10-03)
82−23−01 R1	Placard near flap actuator
83−19−03	Lower spar cap inspection
85−02−05	P/N 81090−2 placard installation
85−02−05 R1	P/N 683-107 placard installation (supersedes P/N 81090-02)
94−13−10	Stabilizer Torque Tube (Hi-Shear rivet replacement kit) (supersedes 74-13-01)
97−01−01 R1	Main gear sidebrace stud (supersedes 97-01-01 which superseded 95−20−07)
99-05-09	Induction air filter

AD #:	LYCOMING Engine O-540-A1A
59−10−07	Cylinder baffle clamps
63−14−03	Oil pump shaft
64−16−05	AC fuel pump
66−14−03	Oil pump
66−20−04	AC oil filter
73−23−01	Overhauled engines
75−08−09	Oil pump
81−18−04R2	Sintered gear
87−10−06R1	Rockerarm
91−08−07	Turbo models
91−14−22	Prop Strike
92−12−05	Piston pin failure
92−15−16	Carburetor float
93−02−05	Injector fuel lines
93−05−21	Overhauled fuel pump
93−11−11	Overhauled fuel pump
93−19−04	Supersedes 92−15−16
94−14−13	Bad Fuel (95−26−02)
96−06−10	Lyc Turbo
96−09−10	Oil Pump
2004-05-24	Zinc-plated Crankshaft Gear Retaining Bolts
2004-10-14	Crankshaft gear
2006-12-07	ECi cylinder assemblies

AD #:	BENDIX Magnetos S6LN-20 and S6LN-21
	Note Bendix Mag AD's are all the same. See PA-24-180

AD #:	HARTZELL Propeller HC82XK−1 D
53−15−03	Pitch link screws
58−06−02	Split rings
58−07−01	Split rings
58−09−02	Piston guide rod
59−01−03	Split rings
59−09−03	Mounting bolts
60−16−04	Guide collars
68−19−04	Blade inspection
85−14−1OR2	Blade Clamps
97−18−02R1	Prop Inspection

AD #:	MCCAULEY PROPELLER: 2D36C28:
64−24−04	Cracks blade shank
70−04−01	Blade failure
77−16−01	Prop modification
2005-14-11	Failed propeller blade

AD #:	TURBOCHARGER
81−19−04	Hoses
82−27−03	Cracked turbocharger

AD #:	AUTOPILOT (MITCHELL)
70−15−18	Bridle Cable Clamp

Comanche 260 AD List

AD #:	PIPER PA-24-260
65−11−04	Stabilator control system
66−18−04	Baggage door latch
68−05−01	Exhaust mufflers
71−12−05	Electric trim switch modification
72−22−05	Opereration limitation placard
74−13−03	Stabilator attach bolts
75−05−02	Engine oil
75−12−06	Fin forward spar
75−27−08	Torque tube bearing fittings
76−19−07	Stabilator weight assembly
77−08−01	Aileron spar cracks
77−09−10	Electric trim switch
77−13−21	Prevent landing gear collapse
79−20−10	Aileron nose rib reinforcement Piper Kit Part No. 763 893 (supersedes AD 74-10-03)
82−23−01 R1	Placard near flap actuator
83−19−03	Lower spar cap inspection
85−02−05	P/N 81090−2 placard installation
85−02−05 R1	P/N 683-107 placard installation (supersedes P/N 81090-02)
91−21−09	Induction heat
94−13−10	Stabilizer Torque Tube (Hi-Shear rivet replacement kit) (supersedes 74-13-01)
97−01−01 R1	Main gear sidebrace stud (supersedes 97-01-01 which superseded 95−20−07)
98−21−21 R1	Bob Fields Aerocessories Inflatable door seals (supersedes 98-21-21)
99-05-09	Induction Air Filter

AD #:)	LYCOMING Engine (IO−54O E4A5 and IO-540-R1A5 Turbo
63−14−03	Oil pump shaft
64−16−05	AC fuel pump
66−20−04	AC oil filter
67−22−06	Bendix injector
69−08−09	Placard
73−23−01	Lyco overhauled engines
75−08−09	Oil pump
75−09−15	Fuel injector
78−23−08	Fuel line leak
81−03−05	Bendix injector
81−18−04	Sintered gear
83−22−04	Bendix injector
87−10−06	Rocker arm
91−08−07	Fuel pump vent turbos
91−14−22	Propeller strike
92−12−05	Piston pin failure
92−15−16	Carburetor float
92−20−07	Modified fuel pumps
93−02−05	Fuel injection lines
93−05−21	Overhauled fuel pump
93−11−11	Overhauled fuel pump
93−19−04	Supersedes 92−15−16
94−14−13	Bad fuel

AD #:	BENDIX Magnetos S6LN-204 and -200 in normally aspirated engine and S6LN-1208 and -1209 in turbo model
	Note Bendix Mag AD's are all the same. See PA-24-180

AD #:	HARTZELL Propeller HC C2YK-1A & -1B, and HC E2YR-1B
64−20−01	Pitch change blocks
71-21-09	Spring Backup Kit
2002-09-08	Blade shank cracks (supercedes AD 77-12-06)
2003-03-20	Propeller hubs
2003-06-02	Anti-ice boots
2003-13-17	Propeller blade
2006-18-15	Front cylinder half of the propeller hub
2006-24-07	Propeller blades

AD #:	TURBOCHARGER
81−19−04	Hoses
82−27−03	Cracked turbocharger

AD #:	AUTOPILOT (MITCHELL)
70−15−18	Bridle Cable Clamps

Comanche 400 AD List

AD #:	PIPER PA-24-400
65−11−04	Stabilator control system
66−30−07	Fuel purge valve hose assembly
74−13−03	Stabilator attach bolts
75−12−06	Fin forward spar
75−27−08	Torque tube bearing fittings
77−08−01	Aileron spar cracks
77−13−21	Prevent landing gear collapse
79−12−08	Fuel selector valves
79−20−10	Aileron nose rib reinforcement Piper Kit Part No. 763 893 (supersedes AD 74-10-03)
83−10−01	Water and fuel system inspection
83−19−03	Lower spar cap inspection
85−02−05	Piper P/N 81090−02 placard installation
85−02−05 R1	P/N 683-107 placard installation (supersedes P/N 81090-02)
94−13−10	Stabilizer Torque Tube (Hi-Shear rivet replacement kit) (supersedes 74-13-01)
97−01−01 R1	Main gear sidebrace stud (supersedes 97-01-01 which superseded 95−20−07)
98−21−21 R1	Bob Fields Aerocessories Inflatable door seals (supersedes 98-21-21)

AD #:	LYCOMING Engine IO-720-A1A or –A1B
73−23−01	Lycoming overhauled engines
75−09−15	Fuel injector
91−08−07	Turbo models
91−14−22	Prop strike
92−12−05	Piston pin failure
93−02−05	Fuel Injection lines
93−11−11	Overhauled fuel pump
94−14−13	Bad fuel
95−26−02	Supresedes 94−14−13
96−23−03	Hi Pressure Fuel Pump
98−18−12	Rotary Fuel Pump

AD #:	BENDIX MAGNETOS S8LN-701 and -705 in –A1A Engine S8LN-1208 and -1209 in A1B Engine
	AD's are same for all Bendix Magnetos. See PA-24-180

AD #:	HARTZELL Propeller HC−A3VK−4
68−19−04	Blade inspection
85−14−10R2	Blade clamps

AD #:	RAJAY Turbochargers
81−19−04	Hoses
82−27−03	Cracked turbocharger

AD #:	MITCHELL Autopilot
70−15−18	Bridle Cable Clamps

Twin Comanche AD List

PIPER AD #:	PIPER PA-30
64−09−05	Induction system alternate air doors
64−16−06	Nose gear retraction tubes
64−21−05	Hartzell propeller governor
64−28−03	Heavy walled torque tube (supersedes 64-16-07)
65−11−04	Stabilator control system
66−18−04	Baggage door latch
66−28−06	Stabilator system (supersedes 66-12-02)
67−19−05	Oxygen cylinder mounting channels
69−13−03	Heater exhaust tube
69−24−04	Minimum control speed
70−15−17	Operation limitation placard
70−22−05	Electrical system modifications
71−12−05	Electric trim switch modification
74−13−03	Stabilator attach bolts
74−16−08	Aft bulkhead assembly
75−27−08	Torque tube bearing fittings
76−18−05	Forward fin attachment
77−08−01	Aileron spar cracks
77−09−10	Electric trim switch
77−13−21	Prevent landing gear collapse
78−12−07	Fuel selector valve
79−12−08	Fuel selector valves
79−20−10	Aileron nose rib reinforcement Piper Kit Part No. 763 893 (supersedes AD 74-10-03)
82-23-01 R1	Placard near flap actuator
83−10−01	Water and fuel system inspection
83−19−03	Lower spar cap inspection
85−02−05	P/N 81090−2 placard installation
85−02−05 R1	P/N 683-107 placard installation (supersedes P/N 81090-02)
94−13−10	Stabilizer Torque Tube (Hi-Shear rivet replacement kit) (supersedes 74-13-01)
97−01−01 R1	Main gear sidebrace stud (supersedes 97-01-01 which superseded 95−20−07)
98−21−21 R1	Bob Fields Aerocessories Inflatable door seals (supersedes 98-21-21)
99−14−01	AFM - Limitations Section - Icing (supersedes 98-04-27)

AD #:	LYCOMING ENGINE IO-320-B1A In C/R models: IO-320-B1A (LH) and LIO-320-B1A (RH)
64−16−05	AC fuel pump
65−03−03	Crankshaft flange
66−20−04	AC oil filters
67−22−06	Bendix injector
73−23−01	Overhauled engines
75−08−09	Oil pump gears
75−09−15	Fuel injector
87−10−06R1	Rocker arm
95-26-02	Aviation gasoline
96-09-10	Oil Pump
96-23-03	High Pressure Fuel Pumps
98-02-08	Crankshaft
98-17-11	Crankshaft
2002-26-01	Fuel Injector Fuel Lines
2003-14-03	Rotary Fuel Pumps
2004-10-14	Crankshaft Gear

AD #:	HARTZELL Propellers: HC−E2YL-2A, 2BS, 2c, 2D, 2BSF
PROPELLER AD's are the same for TURBO and NORMALLY ASPIRATED TWINS	
64−20−01	Pitch change blocks
71−21−09	Overspeed modification
2003-13-17	Propeller blade
2006-24-07	Propeller blade

AD #	BENDIX Magneto S4LN-20 and S4LN-21
	Note- Bendix Mag AD's are all the same. See PA-24-180

AD #:	RAJAY Turbocharger
81−19−04	Hose replacement
82−27−03	Cracks

AD #	HEATERS (Both JANITROL and STEWART-WARNER (SOUTHWIND)
81−09−09	Combustion heater
82−07−03	Combustion heater
2004-25-16 R1	Fuel regulator shutoff valves

Twin Comanche C/R AD List

AD #:	PIPER PA-39
71−12−05	Electric trim switch mod
74−13−03	Stabilator attach bolts
74−16−08	Aft bulkhead assembly
75−27−08	Torque tube bearing fittings
76−18−05	Forward fin attachment
77−08−01	Aileron spar cracks
77−09−10	Electric trim switch
77−13−21	Prevent landing gear collapse
78−12−07	Fuel selector valve
79−12−08	Fuel selector valves
79−20−10	Aileron nose rib reinforcement Piper Kit Part No. 763 893 (supersedes AD 74-10-03)
82-23-01 R1	Placard near flap actuator
83−10−01	Water and fuel system inspection
83−19−03	Lower spar cap inspection
85−02−05	Piper P/N 81090−02 placard
85−02−05 R1	P/N 683-107 placard installation (supersedes P/N 81090-02)
94−13−10	Stabilizer Torque Tube (Hi-Shear rivet replacement kit) (supersedes 74-13-01)
97−01−01 R1	Main gear sidebrace stud (supersedes 97-01-01 which superseded 95−20−07)
98−21−21 R1	Bob Fields Aerocessories Inflatable door seals (supersedes 98-21-21)
99−14−01	AFM - Limitations Section - Icing (supersedes 98-04-27)

AD #:	LYCOMING ENGINE IO-320-C1A (LH) and LIO-320-C1A (RH)
TURBO ENGINE AD's (Note- Normally Aspirated Engine AD's are the same as for PA-30)	
66−20−04	AC oil filters
67−22−06	Bendix injector
73−23−01	Overhauled engines
75−08−09	Oil pump gears
75−09−15	Fuel injector
87−10−06R1	Rocker arm
95-26-02	Aviation gasoline
96-09-10	Oil pump
96-23-03	High pressure fuel pumps
98-02-08	Crankshaft
2002-26-01	Fuel injector fuel lines
2003-14-03	Rotary fuel pumps
2004-10-14	Crankshaft gear
2006-12-07	ECi cylinder assemblies

AD #	BENDIX Magneto S4RN-20 and S4RN-21
	Note Bendix Mag AD's are all the same. See PA-24-180

Search for ADs on FAA's Internet site

We are not aware of any way to type in a few parameters into your computer, push a button, and get a complete and current AD List for your aircraft. As stated at the beginning of this chapter, the AD Lists we have provided are meant to be a jumping off point to get you started on your own AD Search. Don't use our lists as anything more than that. These lists can be out of date three days from now. The only certainty is that they will change. Some AD's will disappear from the lists as they are superseded by newer Airworthiness Directives.

There is no such thing as a "standard Comanche." Even when new, most Comanches differed from others of the same model because they had been ordered with different accessories. In the ensuing 40+ years, some owners have changed their Bendix magnetos for ones made by Slick. Other accessories such as alternators, starters, radios, etc., have been substituted for the original equipment. In short, there is no way that you can get a "one-stop" list of the AD's that affect your airplane. In order to help you prepare your own personalized AD list, we have outlined the procedure that we use.

AD Search and Update Procedure

This should be done at each annual inspection.

1. Record the model number and serial number for your aircraft and engine model number, *e.g.*, PA-30, S/N PA 30-1231, and Lycoming IO-320-B1A.
2. Record the model numbers for your props, magnetos, Janitrol heater, autopilot, turbochargers, *etc*. Record the serial number if that part has one.
3. Make a list of everything in your airplane that has been installed such as radios, autopilots, navigational equipment, strobes, inflatable door seals, brakes, *etc*. Include in this list any equipment that was not on the plane when it was new. Keep all this information with your logbooks so you don't have to repeat this part next year.
4. The part numbers for your engines and your props will be in your logbooks. If you still have the original equipment magnetos, you can find your mags by going to the FAA website at http://faa.gov . Look up TCDS's (Type Certificate Data Sheets) and go to Lycoming and locate the model number of your engine. Near the end of the data sheet you will find your mag model number listed under ignition system. Note that you can also look in the TCDS's for your particular aircraft under Piper and display the standard equipment list for that plane.
5. Once you are armed with the manufacturer and part number for each item in your plane, you can do an AD search by clicking on the AD section at the FAA site. For example, if you check on the Lycoming engine IO-320-B1A, it will list all the AD's in chronological order which pertain to that engine. The FAA does not know that you installed a new B&C lightweight starter or an InterAv alternator, so you are going to have to go to those manufacturer sections and look for your part number for AD's affecting those accessories.
6. Likewise when you do a yearly check on your aircraft model's AD's, don't expect your Janitrol heater AD's to be there. You will have to check under Janitrol, but in the process, you learn that those heaters are now serviced by Kelly Aerospace Power Systems. Make a note of the new company and next year you won't spend time looking for Janitrol in the manufacturer's list.
7. You will greatly help your A&P/IA mechanic if you keep track of the AD's on your airplane. If you are the owner of record on your aircraft and many of its accessories, you will receive AD's from the FAA by mail. Save these in a folder and better still make a copy of them for your mechanic. He does not automatically get a copy of these individual AD's. He probably subscribes to a service where he receives updates on a CD, but he will have to hunt for your AD's among hundreds of others. Admittedly, he is going to do his own AD search, but you are in a position to be more familiar with the equipment and modifications on your plane than he is.
8. Most mechanics will put a list of AD's that pertain to each entity in the back of your aircraft logs, your engine logs, propeller logs, *etc*. These lists will make it much easier to keep track of when and how an AD has been complied with, or when it needs to be done again, such as a recurring inspection or replacement, *e.g*., the bungees on the landing gear.
9. Once you have all your Comanche's AD's researched, complied with, and documented, it will be much easier to perform an update next year.

AD 77-13-21 (Jan 2004)

Q I own a 1966 PA30B with Miller Conversion. I recently changed A&P mechanics and am scheduling a new annual that is due by the end of this month. My new mechanic tells me that Part “A” of AD 77-13-21 has not been accomplished within the last 1,000 hours and is now required. Evidently my old mechanic never addressed Part “A” of the AD, only Part “B,” which was the replacement of the bungees, which has been done twice since I have owned the aircraft.

Does Part “A” of the AD apply to my aircraft? My new mechanic says this is an extensive AD, which requires the dismantling of the complete landing gear assembly and measurement of different components. Thank you for your input in this manner.

A This AD applies to ALL Comanches except as noted, a single PA-24-400 serial No. 1, which was a test aircraft. Part (a) requires disassembly of the landing gear and testing clearances with go and no-go gauges. These gauges are available on loan from ICS Headquarters. I have reprinted the AD for you to read. The service letter referred to in part (a) is what really spells out the work that needs to be done. It is far too extensive to reprint here. Your mechanic probably has approach Tdata on CD disc. The service letter is available there. Sections (a) and (c) of this particular AD are probably the most overlooked of all Comanche ADs. I suspect the reasoning by most mechanics is that the majority of our Comanches are utilized as cross country-traveling machines. The gear cycles only twice in the course of a flight that may vary from an hour to possibly six or more hours. However, if the aircraft is used as a trainer, there may be as many as a dozen gear cycles in an hour when practicing takeoffs and landings. This would obviously cause a lot more wear. The FAA always looks for worse case scenarios when demanding ADs. The trainer would have maybe 12,000 gear cycles in 1,000 hours. The cross-country machine would have 330 gear cycles in 1,000 hours based on average three-hour flights. The trainer scenario aircraft would need service to the gear much more frequently than the cross-country machine.

77-13-21 PIPER AIRCRAFT CORPORATION:
Amendment 39-2946 as amended by Amendment 39- 3093. Applies to airplane models PA-24, PA-24-250, and PA-24-260; model PA-24-400, except S/N 1; and models PA-30 and PA-39, certificated in all categories.

For aircraft having 1,000 hours or more in service on the effective date of this AD, compliance is required within the next 100 hours in service, and for aircraft having less than 1,000 hours in service, compliance is required prior to 1,100 hours in service, unless already accomplished in either case. To prevent collapse of the landing gear after manual extension;

(a) Accomplish the inspection described on page 3 of Piper Aircraft Corporation Service Letter No. 782A, dated March 21, 1977, and replace components exceeding the specified wear limits, or an equivalent inspection and replacement procedure approved by the Chief, Engineering and Manufacturing Branch, FAA Eastern Region.

(b) Inspect the main landing gear bungee cords for frayed protective covering, breaks, soft areas, and replace cords exhibiting these conditions. In addition, replace cords every 500 hours in service, or every three years, whichever occurs first.

(c) Repeat paragraph (a) at each 1,000 hours in service after the prior inspection, and repeat paragraph (b) at each 500 hours in service after the prior inspection, or within one year after the prior inspection, whichever occurs first.

Visual Inspection- what does that mean? (Feb 2005)

Q What does it mean when an AD was complied with by “visual inspection?”

A Many Airworthiness Directives require “visual inspections” to determine if a faulty condition exists. Using the AD instructions, some of these visual inspections can be done by the pilot/owner while others require a certificated Airframe and Powerplant mechanic to do the inspection.

Visual inspections may require only sharp vision, while others specify a certain power of magnifying glass or special inspection lights/tools (borescopes, mirrors, etc). They are generally basic inspections not requiring sophisticated non-destructive testing procedures or tools. The best inspections are done by people with strong powers of observation, whether they are certificated or not. Many of the one-time (non-repetitive) AD's issued to the Comanche are worth giving another look as our fleet ages.

AD 94-13-10 (amendment 39-8951) which superceded AD 74-13-01 (amendment 39-1870) (Sep 2011)

Q We understand AD 94-13-10 (amendment 39-8951) which superceded AD 74-13-01 (amendment 39-1870) can be complied with (and thereby discontinue the recurring 100-hour requirement) by installing the Piper Part No 760 835 (Hi-Shear Rivet Replacement Kit). Where can we order this kit?

A Piper still builds these kits for Comanches. I've bought several of these kits over the years. Aviall is now the official Piper parts distributor. Contact them at 1 (800) 284-2556. The part number is very important. In addition, Webco has an AMOC which allows them to install it their way – others find it easier if they remove the vertical stabilizer and go in from the top.
Pat Berry

A This is a very benign AD. A simple tail shake and a listen in a quiet shop will comply with the AD. I recommend not doing the "fix" if there is no problem to begin with. The test is not costly nor is it onerous. The repair kits are, however, fairly pricey, if you can find them, and you need four of them (one for each mounting bracket), plus the installation labor which can run upwards of 20 hours, especially if someone has never done it before. It's this repair versus a 30-second test every 100 hours. It is your airplane and your choice, but I don't see the benefit if the rivets aren't loose to begin with.
Zach Grant

AD Listing (Feb 2012)

Q I haven't been aware of any new ADs on PA-30s. Why doesn't the ICS publish a listing of all current ADs on the various models?

A Each airplane has a unique list of ADs due to different equipment installed and modifications.
There is no practical way the ICS could create and keep current a listing of ADs for each Comanche that you could rely on in lieu of doing your own personalized AD search. ADs are available online at the FAA web site:
http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/Frameset?OpenPage
This link will take you to the PA-30 airframe ADs, but you will also have to search the Lycoming Engine ADs, as well as appliance ADs for various items installed on your aircraft. I would strongly suggest that you invest a small sum to enroll the aircraft on ADLog (http://www.adlog.com). It will save you time and money in not paying for recurring research, as well as knowing the status of your airplane at a glance.
Zachary J. Grant