

DEPARTMENT OF TRANSPORTATION**Federal Aviation Administration****14 CFR Part 39**

[Docket No. 96-CE-09-AD; Amendment 39-9872; AD 97-01-01]

RIN 2120-AA64

Airworthiness Directives; The New Piper Aircraft, Inc. PA24, PA28R, PA30, PA32R, PA34, and PA39 Series Airplanes; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 97-01-01, which was published in the **Federal Register** on January 2, 1997 (62 FR 10), and concerns The New Piper Aircraft, Inc. (Piper) PA24, PA28R, PA30, PA32R, PA34, and PA39 series airplanes. The amendment number in this AD is incorrectly referenced as Amendment 39-9782 instead of 39-9872 in two places. All other reference is correct. The AD currently requires repetitively inspecting the main gear sidebrace studs for cracks, and replacing any main gear sidebrace stud found cracked. This action corrects the AD to reflect the right amendment number throughout the entire document.

EFFECTIVE DATE: February 7, 1997.

FOR FURTHER INFORMATION CONTACT: Christina Marsh, Aerospace Engineer, FAA, Atlanta Aircraft Certification Office, Campus Building, 1701 Columbia Avenue, suite 2-160, College Park, Georgia 30337-2748; telephone (404) 305-7362; facsimile (404) 305-7348.

SUPPLEMENTARY INFORMATION:**Discussion**

On December 23, 1996, the FAA issued AD 97-01-01, Amendment 39-9872 (62 FR 10, January 2, 1997), which applies to Piper PA24, PA28R, PA30, PA32R, PA34, and PA39 series airplanes. This AD requires repetitively inspecting the main gear sidebrace studs for cracks, and replacing any main gear sidebrace stud found cracked.

Need for the Correction

The amendment number in this AD is incorrectly referenced as 39-9782, instead of 39-9872, in two different places. All other reference is correct. As written, operators of Piper PA24, PA28R, PA30, PA32R, PA34, and PA39 series airplanes may log compliance with the right AD number, but the wrong amendment number, therefore

causing the potential for confusion as to whether they are in compliance with the AD.

Correction of Publication

Accordingly, the publication of January 2, 1997 (62 FR 10), of Amendment 39-9872; AD 97-01-01, which was the subject of FR Doc. 96-33231, is corrected as follows:

§ 39.13 [Corrected]

On page 11, in the third column, section 39.13, the 12th line from the top of the column, correct "Amendment 39-9782" to "Amendment 39-9872".

On page 14, in the second column, section 39.13, in paragraph (h) of the AD, the 24th line from the bottom of the column, correct "(39-9782)" to "(39-9872)".

Action is taken herein to correct this reference in AD 97-01-01 and to add this AD correction to section 39.13 of the Federal Aviation Regulations (14 CFR 39.13).

The effective date remains February 7, 1997.

Issued in Kansas City, Missouri on March 26, 1997.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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14 CFR Part 39

[Docket No. 93-CE-45-AD; Amendment 39-9984; AD 97-07-10]

RIN 2120-AA64

Airworthiness Directives; De Havilland DHC-6 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule.

SUMMARY: This amendment adopts a new airworthiness directive (AD) that applies to de Havilland DHC-6 series airplanes that do not have a certain wing strut modification (Modification 6/1581) incorporated. This action requires inspecting the wing struts for cracks or damage (chafing, etc.), replacing wing struts that are found damaged beyond certain limits or are found cracked, and incorporating Modification No. 6/1581 to prevent future chafing damage. This AD results from several reports of wing strut damage caused by the upper fairing rubbing against the wing strut. The actions specified by this AD are intended to prevent failure of the wing struts, which could result in loss of control of the airplane.

DATES: Effective May 23, 1997.

The incorporation by reference of certain publications listed in the regulations is approved by the Director of the Federal Register as of May 23, 1997.

ADDRESSES: Service information that applies to this AD may be obtained from de Havilland, Inc., 123 Garratt Boulevard, Downsview, Ontario, Canada, M3K 1Y5. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Assistant Chief Counsel, Attention: Rules Docket 93-CE-45-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

FOR FURTHER INFORMATION CONTACT: Jon Hjelm, Aerospace Engineer, FAA, New York Aircraft Certification Office, 10 Fifth Street, 3rd Floor, Valley Stream, New York 11581; telephone (516) 256-7523; facsimile (516) 568-2716.

SUPPLEMENTARY INFORMATION:**Discussion**

A proposal to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) to include an AD that would apply to de Havilland DHC-6 series airplanes that do not have a certain wing strut modification (Modification 6/1581) incorporated was published in the **Federal Register** as a notice of proposed rulemaking (NPRM) on October 3, 1996 (61 FR 51619). The NPRM proposed to require inspecting the wing struts for cracks or damage (chafing, etc.), replacing wing struts that are found damaged beyond certain limits or are found cracked, and incorporating Modification No. 6/1581 to prevent future chafing damage. Modification No. 6/1581 consists of installing a preformed nylon shield around the area of each wing strut of the upper end closest to the wing. Accomplishment of the proposed inspection and modification as specified in the NPRM would be required in accordance with de Havilland Service Bulletin No. 6/342, dated February 23, 1976.

Interested persons have been afforded an opportunity to participate in the making of this amendment. No comments were received on the proposed rule or the FAA's determination of the cost to the public.

The FAA's Determination

After careful review of all available information related to the subject presented above, the FAA has determined that air safety and the public interest require the adoption of