

airplanes: Within the next 100 hours time-in-service (TIS) after the effective date of this AD or, if the main gear sidebrace stud has already been inspected or replaced as specified in this AD, within 500 hours TIS after the last inspection or replacement, whichever occurs later.

2. For the affected Models PA24, PA24-250, PA24-260, PA24-400, PA30, and PA39 airplanes: Within the next 100 hours TIS after the effective date of this AD or, if the main gear sidebrace stud has already been inspected or replaced as specified in this AD, within 1,000 hours TIS after the last inspection or replacement, whichever occurs later.

To prevent main landing gear (MLG) collapse caused by main gear sidebrace stud

cracks, which could result in loss of control of the airplane during landing operations, accomplish the following:

Note 3: The paragraph structure of this AD is as follows:

Level 1: (a), (b), (c), etc.

Level 2: (1), (2), (3), etc.

Level 3: (i), (ii), (iii), etc.

Level 2 and Level 3 structures are designations of the Level 1 paragraph they immediately follow.

(a) Remove both the left and right main gear sidebrace studs from the airplane in accordance with the instructions contained in the Landing Gear section of the maintenance manual, and inspect each main gear sidebrace stud for cracks, using Type I (fluorescent) liquid penetrant or magnetic

particle inspection methods. Figure 1 of this AD depicts the area of the sidebrace stud shank where the sidebrace stud is to be inspected.

Note 4: All affected Models PA24 and PA24-250 airplanes were equipped at manufacture with P/N 20829-00 main gear sidebrace studs. All affected Models PA24-260, PA24-400, PA30, and PA39 airplanes were equipped at manufacture with P/N 22512-00 main gear sidebrace studs. The Appendix included with this AD contains information on determining the P/N of the bracket assembly (which contains the main gear side brace stud) on the affected PA28R, PA32R, and PA34 series airplanes.

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