

(1) For any main gear sidebrace stud found cracked, prior to further flight, replace the cracked stud with an FAA-approved serviceable part (part numbers referenced in the table in paragraph (b) of this AD or FAA-approved equivalent) in accordance with the instructions contained in the Landing Gear section of the applicable maintenance manual, and accomplish one of the following, as applicable:

- (i) Reinspect and replace (as necessary) as specified in paragraph (b) of this AD; or
- (ii) For the affected Models PA28R-180, PA28R-200, PA28R-201, PA28R-201T, PA32R-300, PA34-200, and PA34-200T airplanes, the P/N 95299-00 or 95299-02 main gear sidebrace studs are no longer manufactured. Install a new main gear sidebrace stud bracket assembly, P/N 95643-06, P/N 95643-07, P/N 95643-08, or P/N

95643-09, as applicable. No repetitive inspections will be required by this AD for these affected airplane models when this bracket assembly is installed; or

(iii) For the affected Models PA28R-180, PA28R-200, PA28R-201, PA28R-201T, PA32R-300, PA34-200, and PA34-200T airplanes, ream the existing two-piece bushings, P/N 67026-6, to an inside diameter of .624-inch to .625-inch, chamfer the head side of the bushing to accommodate the radius in the shank of the main gear sidebrace stud, and install the 5/8-inch stud, P/N 78717-02. No repetitive inspections will be required by this AD when this action is accomplished. If the bushings cannot be reamed while installed in the bracket (i.e., the bushings are loose), then install a main gear sidebrace bracket assembly, P/N 95643-06, P/N 95643-07, P/N 95643-08, or P/N

95643-09, as applicable. No repetitive inspections will be required by this AD when this bracket assembly is installed.

(2) For any main gear sidebrace stud not found cracked, prior to further flight, reinstall the uncracked stud in accordance with the instructions contained in the Landing Gear section of the applicable maintenance manual, and reinspect and replace (as necessary) as specified in paragraph (b) of this AD.

(b) Reinspect both the left and right main gear sidebrace studs, using Type I (fluorescent) liquid penetrant or magnetic particle inspection methods. Replace any cracked stud or reinstall any uncracked stud as specified in paragraphs (a)(1) and (a)(2) of this AD, respectively:

Part No. installed	TIS inspection interval (hours)	Model airplanes installed on
20829-00 (Piper parts) or FAA-approved equivalent	1,000	PA24 and PA24-250.
22512-00 (Piper parts) or FAA-approved equivalent	1,000	PA24-260, PA24-400, PA30, and PA39.
95299-00 or 95299-02 (Piper parts) or FAA-approved equivalent	500	PA28R-180, PA28R-200, PA28R-201, PA28R-201T, PA32R-300, PA34-200, and PA34-200T.

Note 5: Accomplishing the actions of this AD does not affect the requirements of AD 77-13-21, Amendment 39-3093. The tolerance inspection requirements of that AD still apply for Piper PA24, PA30, and PA39 series airplanes.

(c) Owners/operators of the affected Models PA28R-180, PA28R-200, PA28R-201, PA28R-201T, PA32R-300, PA34-200, and PA34-200T airplanes may accomplish one of the following at any time to terminate the repetitive inspection requirement of this AD:

(1) Install a main gear sidebrace bracket assembly, P/N 95643-06, P/N 95643-07, P/N 95643-08, or P/N 95643-09, as applicable, which contains the 5/8-inch diameter main gear sidebrace stud, P/N 78717-02, and the one-piece bushing, P/N 67026-12; or

(2) Ream the existing two-piece bushings, P/N 67026-6, to an inside diameter of .624-inch to .625-inch, chamfer the head side of the bushing to accommodate the radius in the shank of the main gear sidebrace stud, and install the 5/8-inch stud, P/N 78717-02. If the bushings cannot be reamed while installed in the bracket (i.e., the bushings are loose), then install a main gear sidebrace bracket assembly, P/N 95643-06, P/N 95643-07, P/N 95643-08, or P/N 95643-09, as applicable.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(e) An alternative method of compliance or adjustment of the initial or repetitive compliance times that provides an equivalent level of safety may be approved by the Manager, Atlanta Aircraft Certification Office (ACO), Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, Georgia

30337-2748. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta ACO. Alternative methods of compliance approved in accordance with AD 95-20-07, Amendment 39-9386, are considered approved as alternative methods of compliance with this AD.

Note 6: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta ACO.

(f) Information related to this AD may be inspected at the FAA, Central Region, Office of the Assistant Chief Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri.

(g) This amendment supersedes AD 95-20-07, Amendment 39-9386.

(h) This amendment (39-9782) becomes effective on February 7, 1997.

Appendix to AD 97-01-01 Information To Determine Main Gear Sidebrace Stud Assembly Part Number (P/N)

- The P/N 95643-00/-01/-02/-03 bracket assembly contains the 9/16-inch diameter main gear sidebrace stud, P/N 95299-00/-02, and a two-piece bushing, P/N 67026-6.
- The P/N 95643-06/-07/-08/-09 bracket assembly contains the 5/8-inch diameter main gear sidebrace stud, P/N 78717-02, and a one-piece bushing, P/N 67026-12.
- Both the one-piece and the two-piece bushing have a visible portion of the bushing flange, i.e., bushing shoulder.
- Whether a one-piece or two-piece bushing is installed may be determined by measuring the outside diameter of the bushing flange with a micrometer (jaws of the caliper must be 3/32-inch or less). The two-piece bushing will have an outside

diameter of 1.00 inch and the one-piece bushing will have an outside diameter of 1.128 to 1.130 inches. This measurement is not valid for the following airplanes:

Model	Serial Nos.
PA28R-180 ..	28R-30004 through 28-31270.
PA28R-200 ..	28R-35001 through 28R-35820, and 28R-7135001 through 28R-7135062.

The main gear sidebrace studs on these airplanes will require removal to determine the P/N installed.

- The one-piece bushing contains a visible chamfer in the center of the bushing, and the chamfer in the two-piece bushing is not visible when the stud is installed.
- If P/N 95643-00/-01/-02/-03 bracket assembly is installed or the above information cannot be utilized, the main gear sidebrace stud will need to be removed from the bracket to determine the shank diameter and main gear sidebrace stud P/N.
- P/N 95299-00 and P/N 95299-02 main gear sidebrace studs are 9/16-inch in diameter.
- P/N 78717-00 main gear sidebrace studs are 5/8-inch in diameter.
- P/N 95643-00/-01/-02/-03 bracket assembly may have been modified to accommodate the 5/8-inch diameter main gear sidebrace stud, P/N 78717-02.
- The embossed number of 95363 on the bracket forging is not the bracket assembly P/N.