



AD COMPLIANCE REPORT

AIRCRAFT REGISTRATION: N8097C
SERIAL NUMBER: 32-7640052

DATE: JUNE 17, 2025

01 N8097C Airworthiness Directive Insight Summary

This document provides an analytical summary that integrates Federal Aviation Administration (FAA) Airworthiness Directive (AD) data with the historical maintenance records (logbooks) for aircraft N8097C. While this report is designed to assist in evaluating the aircraft's regulatory compliance status, it is not an official or legal certification of airworthiness. A certified Airframe & Powerplant (A&P) mechanic with an Inspection Authorization (IA) holder must make the final determination regarding compliance and airworthiness.

Our objective is to present a comprehensive reference for aircraft owners by correlating applicable ADs to both the general model (PA-32-300) and the specific serial number of this aircraft (32-7640052). We further identify whether each directive is addressed in the available logbook entries. The report aims to bridge the gap between regulatory requirements and real-world maintenance documentation



02 Specific Aircraft Information

This section provides detailed information about the aircraft, including its registration, serial number, manufacturer details, and certification dates. All data is sourced from the provided aircraft records.

● **N-NUMBER:** N8097C

SERIAL NUMBER: 32-7640052

MFR MDL CODE: PA-32-300

ENG MFR MDL: 41533

YEAR MFR: 1975

NAME: IMMELL MICHAEL

STREET: XXXXXX

STREET2: Unknown

CITY: XXXXX

STATE: XX

ZIP CODE: XXXXX

CERT ISSUE DATE: July 11, 2024

TYPE ENGINE: 1

AIR WORTH DATE: April 23, 1976

STATUS CODE: V

● **EXPIRATION DATE:** July 31, 2031



03 N8097C Airworthiness Directive Insight Summary

This aircraft is a PIPER PA-32-300, serial number 32-7640052. According to the FAA database, there are 49 total airworthiness directives that could impact this specific aircraft. We found of those 49, 30 appear to apply to this serial number of 32-7640052. Of those 30, we have found 7 mentioned in the aircraft logbook(s).

Here is a table of each AD we believe applies to this specific aircraft:

No.	AD Number and Subject	Applicability
1.	67-20-04 - Main Landing Gear Torque Link	Applies
2.	70-22-02-Fuel Selector Valves	Applies
3.	72-08-06 - Main Landing Gear Torque Links	Applies
4.	75-02-03 - Nose Wheel Fork Assembly	Applies
5.	76-18-04 - Fuel Valve	Applies
6.	77-01-01 - Fuel Quantity Gauge	Applies
7.	77-12-01 - Fuel System	Applies
8.	77-23-03-Rod End Bearings	Applies
9.	79-26-05- Oil and Fuel System Hoses	Applies
10.	80-14-02-Throttle Cable	Applies
11.	86-17-01-Ammeter Replacement	Applies
12.	87-08-08 R3 - Lower spar cap	Applies
13.	95-07-01 - Connecting Rod Bolt	Applies
14.	97-01-04 - Cylinder assemblies	Applies
15.	98-14-03 - Transponders	Applies
16.	98-21-21 R1 - Electric Inflatable Door Seals	Applies
17.	98-25-02-Top-mounted Antenna	Applies
18.	99-04-04 - Impulse Coupling Pawl	Applies
19.	99-05-09 - Induction Air Filter	Applies
20.	2001-23-08-Propeller Hubs	Applies
21.	2005-01-19 - Mode S transponders	Applies
22.	2005-25-08 - Electronic Flight Information System (EFIS)	Applies
23.	2006-03-08 - Vacuum pumps	Applies
24.	2007-26-09 - Initial blade inspections	Applies
25.	2010-15-10 - Control wheel shafts	Applies
26.	2017-14-04- Engine Oil	Applies
27.	2020-24-05-Wing Spar	Applies
28.	2020-26-16-Wing Spar	Applies
29.	2022-03-15-Fuel Quantity Indicator	Applies
30.	2024-14-03- Autopilot System	Applies

This is a list of AD's that appears to apply to this aircraft and ARE referenced in the logbooks:

No.	AD Number and Subject	Covered In Logbooks
1.	75-02-03-Nose Wheel Fork Assembly	Covered in Logbook
2.	76-18-04-Fuel Valve	Covered in Logbook
3.	77-01-01 - Fuel Quantity Gauge	Covered in Logbook
4.	77-12-01 - Fuel System	Covered in Logbook
5.	86-17-01-Ammeter Replacement	Covered in Logbook
6.	97-01-04 - Cylinder assemblies	Covered in Logbook
7.	98-14-03-Transponders	Covered in Logbook

This is a list of AD's that appears to apply to this aircraft and are NOT referenced in the logbooks:

No.	AD Number and Subject	Missing ADs In Logbooks
1.	67-20-04-Main Landing Gear Torque Link	NOT in Logbooks
2.	70-22-02-Fuel Selector Valves	NOT in Logbooks
3.	72-08-06-Main Landing Gear Torque Links	NOT in Logbooks
4.	77-23-03-Rod End Bearings	NOT in Logbooks
5.	79-26-05-Oil and Fuel System Hoses	NOT in Logbooks
6.	80-14-02-Throttle Cable	NOT in Logbooks
7.	87-08-08 R3-Lower spar cap	NOT in Logbooks
8.	95-07-01-Connecting Rod Bolt	NOT in Logbooks
9.	98-21-21 R1 - Electric Inflatable Door Seals	NOT in Logbooks
10.	98-25-02-Top-mounted Antenna	NOT in Logbooks
11.	99-04-04-Impulse Coupling Pawl	NOT in Logbooks
12.	99-05-09-Induction Air Filter	NOT in Logbooks
13.	2001-23-08-Propeller Hubs	NOT in Logbooks
14.	2005-01-19-Mode S transponders	NOT in Logbooks
15.	2005-25-08 - Electronic Flight Information System (EFIS)	NOT in Logbooks
16.	-2006-03-08 Vacuum pumps	NOT in Logbooks
17.	2007-26-09-Initial blade inspections	NOT in Logbooks
18.	2010-15-10-Control wheel shafts	NOT in Logbooks
19.	2017-14-04-Engine Oil	NOT in Logbooks
20.	2020-24-05-Wing Spar	NOT in Logbooks
21.	2020-26-16-Wing Spar	NOT in Logbooks
22.	2022-03-15-Fuel Quantity Indicator	NOT in Logbooks
23.	2024-14-03-Autopilot System	NOT in Logbooks

04 AD Table Assignment

The following table, titled "AD Table Assignment: List of Airworthiness Directives for PA-32-300," provides a comprehensive compilation of Airworthiness Directives (ADs) applicable to the PIPER PA-32-300 aircraft model. Airworthiness Directives are mandatory regulatory actions issued by the Federal Aviation Administration (FAA) or other aviation authorities to address safety concerns, ensure compliance with airworthiness standards, and mitigate potential risks in aircraft operation. These directives may involve inspections, repairs, modifications, or operational limitations to maintain the aircraft's safe performance.

This table includes all ADs that could potentially apply to any PA-32-300, regardless of its specific year of manufacture or serial number. It serves as a general reference for owners, operators, maintenance personnel, and inspectors to understand the scope of regulatory requirements for this aircraft model. Note that not all ADs listed may be applicable to a specific PA-32-300, as applicability depends on factors such as aircraft production year, serial number, installed equipment or prior compliance with related ADs. To determine the precise ADs relevant to a particular aircraft, users should consult the maintenance records of the aircraft, the serial number-specific documentation, the FAA AD database, or equivalent regulatory resources.

The table is organized to present each AD by its unique AD number and subject, providing a clear and concise summary of the focus of the directive. This information is critical to ensure compliance with aviation safety

Table 4: List of Airworthiness Directives for PA-32-300

No.	AD Number and Subject
1.	67-20-04-Main Landing Gear Torque Link
2.	67-26-02-Fuel Selector Valve
3.	67-26-03-Fuel System Screens and Filters
4.	67-30-06-Engine Air Induction System
5.	69-15-01-Control Wheel Retaining Pin
6.	69-22-02-Failure of Control Wheel

**Table 4: List of Airworthiness Directives for N8097C
(continued)**

No.	AD Number and Subject
7.	70-18-05-Landing Gear Torque Link Bolts
8.	70-22-02-Fuel Selector Valves
9.	70-26-04-Stabilizer Balance Weight Tube
10.	71-09-05-Front Seat Belt Attaching Hardware
11.	72-08-06 - Main Landing Gear Torque Links
12.	72-14-07-Bolts in Stabilator Hinge Fittings
13.	72-17-05-Electric Trim Switch
14.	74-09-02 - Stall Warning Light
15.	74-18-13-Nose Gear Vibration
16.	74-19-01-Outer Wing Spars
17.	75-02-03-Nose Wheel Fork Assembly
18.	75-10-03-Baggage Door
19.	75-24-02-Loose Seats
20.	76-18-04-Fuel Valve
21.	77-01-01 Fuel Quantity Gauge
22.	77-12-01-Fuel System
23.	77-23-03-Rod End Bearings
24.	78-23-01-Fuel Drain Assembly
25.	79-26-05-Oil and Fuel System Hoses
26.	80-14-01-Fuel Tank Vent System
27.	80-14-02-Throttle Cable
28.	80-14-03-Bendix, King or Narco Transmitters
29.	86-17-01-Ammeter Replacement
30.	87-08-08 R3-Lower spar cap
31.	95-07-01-Connecting Rod Bolt
32.	97-01-04-Cylinder assemblies
33.	98-14-03-Transponders
34.	98-21-21 R1 - Electric Inflatable Door Seals
35.	98-25-02-Top-mounted Antenna
36.	99-04-04-Impulse Coupling Pawl
37.	99-05-09-Induction Air Filter
38.	2001-23-08-Propeller Hubs
39.	2005-01-19-Mode S transponders
40.	2005-25-08-Electronic Flight Information System (EFIS)
41.	2006-03-08-Vacuum pumps
42.	2007-26-09-Initial blade inspections
43.	2010-15-10-Control wheel shafts
44.	2013-02-13-Stabilizer Control System
45.	2017-14-04-Engine Oil
46.	2020-24-05-Wing Spar
47.	2020-26-16-Wing Spar

Table 4: List of Airworthiness Directives for N8097C
(continued)

No.	AD Number and Subject
48.	2022-03-15-Fuel Quantity Indicator
49.	2024-14-03-Autopilot System

Applicability of Airworthiness Directives for Specific PIPER PA-32-300 Serial Number 32-7640052 The table below, titled "AD Applicability for Specific PIPER PA-32-300," details which Airworthiness Directives ADs from the comprehensive list for the PIPER PA-32-300 model are applicable to the specific aircraft addressed in this report, based on its unique serial number. Each entry includes the AD number, subject, and a clear indication of whether the directive applies or is excluded for this particular aircraft. This tailored assessment accounts for factors such as the aircraft’s manufacturing details, installed components, and prior compliance with relevant ADs.

This table serves as a critical resource for owners, operators, and maintenance professionals, providing clarity on the regulatory requirements specific to this aircraft. By distinguishing between applicable and non-applicable ADs, it facilitates targeted maintenance planning and ensures compliance with safety mandates. For verification or additional details, users should refer to the aircraft’s maintenance logs, serial number-specific records, and the FAA’s AD database or equivalent regulatory sources.

No.	AD Number and Subject	Applicability
1.	67-20-04-Main Landing Gear Torque Link	Applies
2.	67-26-02-Fuel Selector Valve	Excluded
3.	67-26-03-Fuel System Screens and Filters	Excluded
4.	67-30-06-Engine Air Induction System	Excluded
5.	69-15-01-Control Wheel Retaining Pin	Does Not Apply
6.	69-22-02-Failure of Control Wheel	Does Not Apply
7.	70-18-05-Landing Gear Torque Link Bolts	Does Not Apply
8.	70-22-02-Fuel Selector Valves	Applies
9.	70-26-04-Stabilizer Balance Weight Tube	Excluded
10.	71-09-05-Front Seat Belt Attaching Hardware	Excluded
11.	72-08-06-Main Landing Gear Torque Links	Applies
12.	72-14-07-Bolts in Stabilator Hinge Fittings	Does Not Apply
13.	72-17-05-Electric Trim Switch	Does Not Apply
14.	74-09-02 - Stall Warning Light	Does Not Apply
15.	74-18-13-Nose Gear Vibration	Does Not Apply

No.	AD Number and Subject	Applicability
16.	74-19-01-Outer Wing Spars	Does Not Apply
17.	75-02-03 - Nose Wheel Fork Assembly	Applies
18.	75-10-03-Baggage Door	Does Not Apply
19.	75-24-02-Loose Seats	Does Not Apply
20.	76-18-04-Fuel Valve	Applies
21.	77-01-01 - Fuel Quantity Gauge	Applies
22.	77-12-01 - Fuel System	Applies
23.	77-23-03-Rod End Bearings	Applies
24.	78-23-01-Fuel Drain Assembly	Does Not Apply
25.	79-26-05 Oil and Fuel System Hoses	Applies
26.	80-14-01-Fuel Tank Vent System	Does Not Apply
27.	80-14-02-Throttle Cable	Applies
28.	80-14-03-Bendix, King or Narco Transmitters	Does Not Apply
29.	86-17-01-Ammeter Replacement	Applies
30.	87-08-08 R3-Lower spar cap	Applies
31.	95-07-01 Connecting Rod Bolt	Applies
32.	97-01-04-Cylinder assemblies	Applies
33.	98-14-03-Transponders	Applies
34.	98-21-21 R1 - Electric Inflatable Door Seals	Applies
35.	98-25-02-Top-mounted Antenna	Applies
36.	99-04-04-Impulse Coupling Pawl	Applies
37.	99-05-09-Induction Air Filter	Applies
38.	2001-23-08-Propeller Hubs	Applies
39.	2005-01-19-Mode S transponders	Applies
40.	2005-25-08-Electronic Flight Information System (EFIS)	Applies
41.	2006-03-08-Vacuum pumps	Applies
42.	2007-26-09-Initial blade inspections	Applies
43.	2010-15-10-Control wheel shafts	Applies
44.	2013-02-13-Stabilizer Control System	Does Not Apply
45.	2017-14-04-Engine Oil	Applies
46.	2020-24-05-Wing Spar	Applies
47.	2020-26-16-Wing Spar	Applies
48.	2022-03-15-Fuel Quantity Indicator	Applies
49.	2024-14-03-Autopilot System	Applies

Applicability of Airworthiness Directives for Specific PIPER PA-32-300 Serial Number 32-7640052

The table below, titled "AD Applicability for Specific PIPER PA-32-300," details which Airworthiness Directives ADs from the comprehensive list for the PIPER PA-32-300 model are applicable to the specific aircraft addressed in this report, based on its unique serial number. Each entry includes the AD number, subject, and a clear indication of whether the directive applies or is excluded for this particular aircraft. This tailored assessment accounts for factors such as the aircraft's manufacturing details, installed components, and prior compliance with relevant ADs.

This table serves as a critical resource for owners, operators, and maintenance professionals, providing clarity on the regulatory requirements specific to this aircraft. By distinguishing between applicable and non-applicable ADs, it facilitates targeted maintenance planning and ensures compliance with safety mandates. For verification or additional details, users should refer to the aircraft's maintenance logs, serial number-specific records, and the FAA's AD database or equivalent regulatory sources.

05 AD Reference Summary

This section lists each AD along with how many times it was mentioned in the logbook entries, and where it was found.

Table 6: AD Reference Summary

AD Number	Subject	Times Referenced	Logbook - Page
69-15-01	Control Wheel Retaining Pin	0	N8097C AD Compliance Report 2007 06 07 - 2
69-22-02	Failure of Control Wheel	5	N8097C AD Compliance Report 2007 06 07 - 2 N8097C Airframe Logbook 1 - 48 N8097C Airframe Logbook 1 - 53 N8097C Airframe Logbook 1 - 56 N8097C Airframe Logbook 1 - 59
70-18-05	Landing Gear Torque Link Bolts	0	None
70-22-02	Fuel Selector Valves	0	None
70-26-04	Stabilizer Balance Weight Tube	0	None
71-09-05	Front Seat Belt Attaching Hardware	0	None
72-08-06	Main Landing Gear Torque Links	0	None
72-14-07	Bolts in Stabilator Hinge Fittings	1	N8097C Airframe Logbook 1 - 82
72-17-05	Electric Trim Switch	1	N8097C Airframe Logbook 1 - 82
74-09-02	Stall Warning Light	1	N8097C Airframe Logbook 1 - 82
74-18-13	Nose Gear Vibration	1	N8097C Airframe Logbook 1 - 82
74-19-01	Outer Wing Spars	1	N8097C Airframe Logbook 1 - 82
75-02-03	Nose Wheel Fork Assembly	1	N8097C Airframe Logbook 1 - 82
75-10-03	Loose Seats	2	N8097C Airframe Logbook 1 - 53 N8097C Airframe Logbook 1 - 82
75-24-02	Fuel Valve	1	N8097C Airframe Logbook 1 - 82
76-18-04	Fuel Quantity Gauge	4	N8097C Airframe Logbook 1 - 20 N8097C Airframe Logbook 1 - 24 N8097C Airframe Logbook 1 - 25 N8097C Airframe Logbook 1 - 82
77-01-01	Fuel System	2	N8097C Airframe Logbook 1 - 53 N8097C Airframe Logbook 1 - 82
77-12-01	Rod End Bearings	0	None
77-23-03			N8097C AD Notes Compliance Record - 1 N8097C AD Notes Compliance Record - 2 N8097C AD Notes Compliance Record - 2 N8097C Airframe Logbook 2 - 8 N8097C Airframe Logbook 2 - 12 N8097C Airframe Logbook 2 - 18 N8097C Airframe Logbook 2 - 25 N8097C Airframe Logbook 2 - 26 N8097C Airframe Logbook 2 - 39 N8097C Airframe Logbook 2 - 40 N8097C Airframe Logbook 2 - 46

77-23-03	Fuel Drain Assembly	22	N8097C Airframe Logbook 1 - 48 N8097C Airframe Logbook 2 - 48 N8097C Airframe Logbook 2 - 50 N8097C Airframe Logbook 2 - 52 N8097C Airframe Logbook 1 - 52 N8097C Airframe Logbook 1 - 53 N8097C Airframe Logbook 1 - 59 N8097C Airframe Logbook 1 - 69 N8097C Airframe Logbook 1 - 75 N8097C Airframe Logbook 1 - 80 N8097C Airframe Logbook 1 - 83
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67-20-04

Summary: The Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 67-20-04, effective September 27, 1967, as published in the Federal Register on June 29, 1967, under Amendment 39-456. This directive applies to Piper PA-28 and PA-32 series airplanes equipped with main landing gear torque links drilled for lubricator fittings. The purpose of this AD is to address potential failures in the main landing gear torque links, which could compromise the structural integrity and safety of the aircraft. Compliance with this AD is required within 25 hours of time in service after the effective date, unless already accomplished. The directive mandates two specific actions: first, operators must measure the distance from the bolt hole edge to the machined surface on the boss of the small end of each torque link, replacing any link measuring 0.350 inches or less with Piper Part Number 65691-00 and installing Piper Kit Number 757 123; second, operators must inspect and, if necessary, rework the torque link stops to ensure full contact across the bearing surface to prevent side loads. Additionally, the landing gear assembly must be serviced per the relevant Piper Service Manual to maintain correct fluid content, air pressure, and piston exposure. This AD aligns with Piper Service Bulletin No. 248 dated May 12, 1967, which addresses the same issue. Failure to comply with these requirements could result in torque link failure, potentially leading to landing gear issues and compromising aircraft safety. Operators are urged to adhere to the specified timelines and procedures to mitigate these risks.

Affected Models:

- PA-28
- PA-32

Affected Serial Numbers: 8097C Serial#: 32-7640052

- All

Logbook References:

None

Referenced Logbook Pages:

No AD References Found in Logs.

67-26-02

Summary: The Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 67-26-02, effective May 22, 1968, under Amendment 39-603, addressing safety concerns in Piper PA-28 and PA-32 series airplanes. This directive targets specific serial numbers of these models to mitigate risks associated with the fuel system, including potential sticking of the quick drain in the fuel selector valve, improper positioning of the valve between detents, rotation of the fuel selector lever knob, and excessive delays in expelling entrapped air from tip tank fuel lines. Compliance is mandatory within 100 hours of service time after the effective date, unless already accomplished, with a possible extension of up to 20 hours to align with scheduled inspections. The AD mandates specific corrective actions for affected aircraft. For designated serial numbers of PA-28-235, PA-32-260, PA-32-300, and PA-32S-300 models, operators must install a new manual-return quick-drain valve operating lever, a pin in the fuel selector knob, and indicators on the fuel selector quadrant, using Piper Kit No. 757139V and Service Bulletin No. 249 or later revisions. Additionally, for specified serial numbers of these models, new fuel lines must be installed at the wing tip tanks as per Piper Service Bulletin 253 and relevant kits (No. 757151V or 757152V), with all necessary parts and instructions provided. Alternative methods of compliance may be considered if approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region. This directive underscores the critical need to address fuel system vulnerabilities to ensure the airworthiness and safety of the affected Piper aircraft models, and it is essential for operators to adhere to the outlined requirements within the specified timeframe.

Affected Models:

- PA-28-235
- PA-32-260
- PA-32-300
- PA-32S-300

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 28-10001 through 28-10985
 - 32-04 (Exception) 20
 - 32-1 through 32-14
 - 32-16 through 32-853
 - 32-15 (Exception)
 - 32-40000 through 32-40265
 - 28-10001 through 28-10719
 - 28-10720 through 28-10851
 - 32-4000 through 32-40153
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Logbook References:

- None

67-26-03

Summary: This Airworthiness Directive (AD) 67-26-03, issued by the FAA with Amendment 39-582, applies to specific serial numbers of Piper aircraft models PA-28-140, PA-28-150, PA-28-160, PA-28S-160, PA-28-180, PA-28S-180, PA-28-235, PA-32-260, PA-32-300, and PA-32S-300. Effective April 12, 1968, the directive addresses a potential issue with fuel flow restriction in the main fuel tanks due to peeling sealing material film (sloshing compound) on the tank interior surfaces, which could impact aircraft safety. To mitigate this risk, the AD mandates an initial inspection of the main fuel tanks within 100 hours of service after the effective date, or if already done within the last 100 hours, to check for separated or loosely attached sealing material. If no issues are found, aircraft with less than 1,000 hours of service must repeat inspections every 100 hours until the third inspection or 1,000 hours, while those with 1,000 hours or more require only the initial inspection. If loose material is detected, it must be removed, and tanks may need to be resealed per Piper Service Bulletin No. 251B and associated kits, with follow-up inspections every 100 hours until no further peeling is observed. Compliance must be documented in the aircraft log per FAR 43.9, and inspection intervals can be adjusted by up to 10 hours to align with scheduled maintenance. This AD supersedes 67-16-02 and underscores the importance of maintaining fuel system integrity to prevent operational hazards in the affected Piper aircraft models.

Affected Models:

- PA-28-140
 - PA-28-150
 - PA-28-160
 - PA-28-180
 - PA-28-235
 - PA-28S-160
 - PA-28S-180
 - PA-32-260
 - PA-32-300
 - PA-32S-300
-

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 28-20913 through 28-22917
 - 28-2533 through 28-3979
 - 28-10676 through 28-10891
 - 32-04 (Exception)
 - 32-17 through 32-861
 - 32-15 (Exception)
 - 32-40000 through 32-40239
-

Logbook References:

- None

67-30-06

Summary: The Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 67-30-06, effective December 22, 1967, concerning Piper Models PA-32-300 and PA-32S-300 Series airplanes with serial numbers 32-15 and 32-40000 through 32-40399. This directive addresses a potential issue with restricted airflow through the engine air induction system, which could impact aircraft performance and safety. To mitigate this risk, the AD mandates the replacement of the engine air inlet duct (Piper Part No. 457599 or 63633-50) using parts and instructions from Piper Modification Kit 760159. Compliance is required within 50 hours of time in service after the effective date, with a possible extension of up to 10 hours to align with scheduled annual or 100-hour inspections. Alternative compliance methods may be used if approved by the Chief of the Engineering and Manufacturing Branch, FAA Southern Region. Further details on this issue are provided in Piper Service Bulletin No. 260, dated November 8, 1967. This AD, published as Amendment 39-508 in the Federal Register on the same date, underscores the importance of timely action to ensure the continued airworthiness of the affected aircraft models.

Affected Models:

- PA-32-300
 - PA-32S-300
-

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 32-15, 32-40000 through 32-40399
 - 32-15 (Exception)
-

Logbook References:

- None
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Referenced Logbook Pages:

No AD References Found in Logs

69-15-01

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 69-15-01, effective July 21, 1969, under Amendment 39-796, addressing a potential safety issue in specific Piper aircraft models. This directive applies to Piper PA-28-180, PA-28-235, PA-28R-180, PA-28R-200, PA-32-260, and PA-32-300 airplanes within identified serial number ranges. The AD targets a risk associated with the control wheel retaining pin, which could dislodge and compromise aircraft control. To mitigate this hazard, the AD mandates the installation of a self-tapping steel screw adjacent to the retaining pin for each control wheel, in accordance with Piper Service Bulletin No. 295 or an equivalent method approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region. Compliance is required within 25 hours of time in service after the effective date, unless the modification has already been completed. This directive underscores the importance of timely maintenance to ensure the structural integrity and safe operation of the affected aircraft. Operators of the specified Piper models must adhere to the outlined requirements to prevent potential control issues that could impact flight safety

Affected Models:

- PA-28-180
- PA-28-235
- PA-28R-180
- PA-28R-200
- PA-32-260
- PA-32-300

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 28-4378 through 28-5406
- 28-11040 through 28-11257
- 28-30005 through 28-31095
- 28-35001 through 28-35265
- 32-1111 through 32-1165
- 32-40566 through 32-40715

Logbook References:

- N8097C AD Compliance Report 2007 06 07, Page 2

Referenced Logbook Pages:

No AD References Found in Logs

Logbook: N8097C AD Compliance Report 2007 06 07

Page: 2

N8097C

87060007

AD #	Subject	Date and Month in Compliance	Recurring Yes/No	Next Due Date/Time
60-15-01	60-15-01 - Control wheel pin		No	
Description:	Airframe - New Piper - PA-32-300	Category:	Airframe	
Component:	Airframe - New Piper - PA-32-300	Mechanic name:		
Effective Date:	8/21/1960	Certificate #:		
Supersedes:	N/A	Authorized Sign:		
Superseded By:	N/A			
Compliance:	N/A by airframe serial number			
Notes:				
60-32-02	60-32-02 - Failure of control wheel		Yes	
Description:	Airframe - New Piper - PA-32-300	Category:	Airframe	
Component:	Airframe - New Piper - PA-32-300	Mechanic name:		
Effective Date:	07/30/1979	Certificate #:		
Supersedes:	N/A	Authorized Sign:		
Superseded By:	N/A			
Compliance:	N/A by airframe serial number			
Notes:				
70-16-05	70-16-05 - Landing gear torque link bolts		No	
Description:	Airframe - New Piper - PA-32-300	Category:	Airframe	
Component:	Airframe - New Piper - PA-32-300	Mechanic name:		
Effective Date:	09/07/1970	Certificate #:		
Supersedes:	N/A	Authorized Sign:		
Superseded By:	N/A			
Compliance:	N/A by airframe serial number			
Notes:				
70-26-04	70-26-04 - Subfloor balance weight tube		Yes	
Description:	Airframe - New Piper - PA-32-300	Category:	Airframe	
Component:	Airframe - New Piper - PA-32-300	Mechanic name:		
Effective Date:	09/24/1971	Certificate #:		
Supersedes:	N/A	Authorized Sign:		
Superseded By:	N/A			
Compliance:	N/A by airframe serial number			
Notes:				

69-22-02

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 69-22-02, effective July 30, 1979, under Amendment 39-3521, applicable to specific Piper aircraft models including PA-28-140, PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-32-260, and PA-32-300, with identified serial number ranges. This directive addresses a critical safety concern regarding the potential failure of the control wheel in these aircraft, mandating immediate and recurring inspections to ensure airworthiness. Compliance is required within 25 hours of time in service from the effective date, unless already performed within the last 75 hours, and must be repeated every 100 hours thereafter. The inspection process involves removing the Piper medallion from the control wheel, examining for radial cracks using a specified method involving a pen light and magnification or an FAA-approved equivalent, and replacing any cracked control wheels before further flight. Additional provisions allow for the termination of repetitive inspections by installing specified metal control wheels, and outline acceptable methods for medallion reattachment while prohibiting certain adhesives that may damage the plastic material. This AD, supported by Piper Service Letter No. 527D dated June 21, 1978, or later revisions, emphasizes the importance of maintaining structural integrity of critical flight control components. Operators must document compliance in the aircraft logbook to ensure traceability and adherence to safety standards. Failure to comply with these requirements could result in control wheel failure, posing significant risk to flight safety.

Affected Models:

- PA-28-140
 - PA-28-150
 - PA-28-160
 - PA-28-180
 - PA-28-235
 - PA-32-260
 - PA-32-300
-

Affected Serial Numbers: 8097C Serial#: 32-76400

- 28-20001 through 28-7725290
 - 28-1 through 28-4377
 - 28-10001 through 28-11039
 - 32-1 through 32-1110
 - 32-40001 through 32-40565
-

Logbook References:

- N8097C AD Compliance Report 2007 06 07, Page 2
- N8097C Airframe Logbook 1, Page 48
- N8097C Airframe Logbook 1, Page 53
- N8097C Airframe Logbook 1, Page 56
- N8097C Airframe Logbook 1, Page 59

Referenced Logbook Pages:

Logbook: N8097C AD Compliance Report 2007 06 07

Page 2

N8097C 07/06/2007

AD #	Subject	Date and Hours at Compliance	Recurring Yes/No	Next Due Date/Hours
69-15-01	69-15-01 - Control wheel pin		No	9.0A
Description:	Airframe - New Piper - PA-32-300	Category:	Airframe	11.22.19
Component:	Airframe - New Piper - PA-32-300	Mechanic name:		
Effective Date:	07/21/1969	Certificate #:		
Supersedes:	N/A	Authorized Sign.:		
Superseded By:	N/A			
Compliance:	N/A by airframe serial number			
Notes:				
69-22-02	69-22-02 - Failure of control wheel		Yes	
Description:	Airframe - New Piper - PA-32-300	Category:	Airframe	11.22.02
Component:	Airframe - New Piper - PA-32-300	Mechanic name:		
Effective Date:	07/30/1979	Certificate #:		
Supersedes:	N/A	Authorized Sign.:		
Superseded By:	N/A			
Compliance:	N/A by airframe serial number			
Notes:				
70-18-05	70-18-05 - Landing gear torque link bolts		No	
Description:	Airframe - New Piper - PA-32-300	Category:	Airframe	11.22.03
Component:	Airframe - New Piper - PA-32-300	Mechanic name:		
Effective Date:	09/07/1970	Certificate #:		
Supersedes:	N/A	Authorized Sign.:		
Superseded By:	N/A			
Compliance:	N/A by airframe serial number			
Notes:				
70-26-04	70-26-04 - Stabilizer balance weight tube		Yes	
Description:	Airframe - New Piper - PA-32-300	Category:	Airframe	11.22.04
Component:	Airframe - New Piper - PA-32-300	Mechanic name:		
Effective Date:	06/24/1971	Certificate #:		
Supersedes:	N/A	Authorized Sign.:		
Superseded By:	N/A			
Compliance:	N/A by airframe serial number			
Notes:				

Registration No. _____

and Remarks	Signature	Certificate No.
6/1/85 TR 1760.61		
checked & lubed gear. c/w AD 78-23-01		
Fuel drain door ok c/w AD 69-22-02 Control wheel		
inop. ok c/w AD 76-07-12 Bender Sw ok		
Date <u>6-1-85</u>		
I certify that this <u>ALS</u> has been		
inspected in accordance with <u>ANAC</u>		
and was determined to be		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
		<u>July 1, 1985</u>	<u>TR 1773.6</u>	
		<u>Cleaned & lubed gear. c/w AD 76-07-01</u>		
		<u>Bender Sw ok - c/w 69-22-02</u>		
		<u>Control wheel inop. c/w 77-12-01 Fuel</u>		
		<u>system c/w AD 75-24-02 Seats ok</u>		
		<u>c/w 78-23-01 Fuel drain ok</u>		

Registration No. _____

and Remarks	Signature	Certificate No.
7/23/88 Tach 1865		
Installed chrom disc's 40-90, Replaced brake cyl. & lining		
Parker bearing. replaced ball. struts high & conul bushing		
c/w AD 69-22-02 Control wheel & AD 76-07-12 Bender Sw		
Date <u>7/23/88</u>		
I certify that this <u>ALS</u> has been		
inspected in accordance with <u>ANAC</u>		

AIRCRAFT LOG				
Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
8/2/89	Brought Forward →		1950	checked gear, bolts CADD 76-07-12 Bender Su oh - aw AD 78-23-01 fuel trans enip. cw AD 69-22-02 Catal

70-18-05

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 70-18-05, effective September 7, 1970, under Amendment 39-1076. This directive applies to specific Piper aircraft models, including PA-28-140, PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-32-260, and PA-32-300, with affected serial numbers ranging across these models. The purpose of this AD is to address a potential safety issue related to the main landing gear torque link bolts, which could fail if not replaced. Compliance with this directive is required within 50 hours of time in service following the effective date, unless the necessary modifications have already been completed. The AD mandates the replacement of specific bolts and lock nuts in the main landing gear torque link assemblies with designated hardware, including AN5-23 and AN5-22 bolts, AN310-C5 nuts, AN381-2-8 cotter pins, and a grease bolt (Piper part number 65788-00) with associated fittings and washers. Piper Kit 757-123 provides the required hardware and instructions, though equivalent parts approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region, may also be used. This directive aligns with Piper Service Bulletin No. 248 dated May 12, 1967, which addresses the same issue. Failure to comply with these replacement requirements could compromise the structural integrity of the landing gear system, posing a risk to aircraft safety. Immediate attention to this AD is critical for maintaining airworthiness of the affected Piper models.

Affected Models:

- PA-28-140
- PA-28-150
- PA-28-160
- PA-28-180
- PA-28-235
- PA-32-260
- PA-32-300

Affected Serial Numbers: 8097C

Serial#: 32-7640052

- 28-20001 through 28-22354
 - 28-1 through 28-3782
 - 28-10001 through 28-10806
 - 32-1 through 32-853
 - 32-40001 through 32-40057
-

Logbook References:

- None
-

Referenced Logbook Pages:

No AD References Found in Logs.

70-22-02

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 70-22-02, effective November 4, 1970, concerning specific fuel selector valves manufactured by Airborne Manufacturing Co. (formerly Airborne Mechanisms). This directive applies to all Model 1H7, 1H10, 1H16, and 1H26 series fuel selector valves installed on various Piper aircraft models, including PA-28-235, PA-32-260, PA-32-300, PA-32S-300, PA-30, and PA-39. However, certain valves with specific identifiers (e.g., 4-R, 5-R for 1H7 series; 6-R, 7-R for 1H26 series) or slotted keyway control arms and shafts are exempt from this AD. The purpose of this AD is to prevent engine fuel starvation due to the potential loss of the control arm roll pin, which could render the fuel selector valve inoperable. Operators must comply within 50 hours of service after the effective date, unless already completed, by inspecting the fuel selector valve control arm to ensure the roll pin is in place and installing a pin retaining kit (Airborne P/N 2T18-1 or equivalent Piper P/Ns). The installation process includes specific steps to secure the kit components and mark the fuel selector arm with a red dot for identification. Compliance times may be adjusted upon submission of substantiating data through an FAA maintenance inspector to the Chief, Engineering Manufacturing Branch, FAA Eastern Region. Relevant guidance is also provided in Piper Aircraft Corporation Service Bulletins Nos. 311 and 314, dated June 5, 1970. This directive addresses a critical safety concern to ensure the continued airworthiness of affected aircraft.

Affected Serial Numbers: 8097C

Serial#: 32-7640052

- PA-28-235
 - PA-30
 - PA-32-260
 - PA-32-300
 - PA-32S-300
 - PA-39
-

Affected Serial Numbers: 8097C

Serial#: 32-7640052

- All
-

Logbook References:

- None
-

Referenced Logbook Pages:

No AD References Found in Logs.

70-26-04

Summary: This Airworthiness Directive (AD) 70-26-04, issued by the FAA with Amendment 39-1232 effective June 24, 1971, applies to specific serial numbers of Piper aircraft models PA-28-140, PA-28-150/160/180, PA-28S-180, PA28-235, PA-28R-180/200, PA-32-260, PA-32-300, and PA-32S-300. The directive addresses potential cracks in the stabilator balance weight tube near the attachment bolt holes, mandating inspections and corrective actions to ensure airworthiness. Compliance timelines vary based on the aircraft's total time in service, ranging from immediate inspections within 25 to 50 hours for aircraft with higher service hours to initial inspections at 500 hours for newer aircraft, with repetitive inspections every 200 hours thereafter. The inspection process involves removing and examining the stabilator balance weight tube assembly using dye penetrant to detect cracks, replacing any cracked components with new parts, and addressing stabilator side movement or fitting issues with specified hardware or replacements. If no cracks are found, the tube must be cleaned, primed, and reinstalled. Installation of updated stabilator balance weight support tubes, as outlined in Piper Service Letter No. 576, can eliminate the need for these repetitive inspections. This AD, building on prior amendments effective December 28, 1970, and April 30, 1971, underscores the critical need for timely compliance to mitigate risks associated with structural integrity in the affected Piper aircraft models. Operators must adhere to the outlined procedures and timelines to maintain safety standards, with reference to Piper Service Bulletin No. 327 for additional guidance on this issue.

Affected Models:

- PA-28-140
- PA-28-150
- PA-28-160
- PA-28-180
- PA-28-235
- PA-28R-180
- PA-28R-200
- PA-28S-180
- PA-28S-200
- PA-32-260
- PA-32-300
- PA-32S-300

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 28-20000 through 28-26946
- 28-7125000 through 28-7125334
- 28-1 through 28-5859
- 28-7105001 through 28-7105126
- 28-10001 through 28-11378
- 28-7110001 through 28-7110011
- 28R-30001 through 28R-31270
- 28R-7130001 through 28R-7130005
- 28R-30482 (Exception)
- 28R-35001 through 28R-35820
- 28R-7135001 through 28R-7135104
- 32-04 (Exception)
- 32-1 through 32-1297
- 32-7100001 through 32-7100016
- 32-15 (Exception)
- 32-21 (Exception)
- 32-40000 through 32-40974
- 32-7140001 through 32-7140050

Logbook References:

- None

Referenced Logbook Pages:

No AD References Found in Logs.

71-09-05

Summary: The Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 71-09-05, effective April 30, 1971, concerning specific Piper aircraft models PA-32-260, PA-32-300, and PA-32S-300 with identified serial numbers. This directive addresses a safety concern related to the front seat inboard seat belt attachment hardware, mandating compliance within 25 hours of time in service after the effective date, unless the required modifications have already been completed. The AD specifies two corrective actions based on the aircraft's configuration. For aircraft equipped with seat belts but no shoulder harnesses, the existing seat belt attachment hardware must be replaced with new components as outlined in Piper Kit 760-515V, following precise installation instructions. For aircraft with both seat belts and shoulder harnesses, an inspection of the bushing is required; if the bushing outer diameter is 5/16 inch, reinstallation with specific orientation is sufficient, but if it measures 3/8 inch, replacement with new hardware per the kit specifications is necessary. This directive is supported by Piper Service Bulletin No. 329A dated March 25, 1971, and allows for the use of equivalent replacement parts approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region. Compliance with this AD is critical to ensure the structural integrity and safety of the seat belt attachments in the affected Piper aircraft models.

Affected Models:

- PA-32-260
- PA-32-300
- PA-32S-300

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 32-04 (Exception)
- 32-1 through 32-14
- 32-16 through 32-20
- 32-22 through 32-1075
- 32-1111 through 32-1194
- 32-1251 through 32-1283
- 32-1285 through 32-1287
- 32-1289 (Exception)
- 32-1291 through 32-1295
- 32-1297 (Exception)
- 32-7100001 through 32-7100005
- 32-15 (Exception)
- 32-21 (Exception)
- 32-40000 through 32-40545
- 32-40566 through 32-40777
- 32-40851 through 32-40956
- 32-40959 through 32-40974
- 32-7140001 through 32-7140008
- 32-7140011 (Exception)
- 32-7140012 (Exception)

Logbook References:

- None
-

Referenced Logbook Pages:

No AD References Found in Logs

72-08-06

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 72-08-06, effective April 14, 1972, under Amendment 39-1433, addressing potential safety concerns in specific Piper aircraft models, including PA 28-140, PA 28-150/-160/-180, PA 28-235, PA 32-260, and PA 32-300, across specified serial number ranges. This directive focuses on the main landing gear torque links, part numbers 65691-00 and 65691-00V, mandating inspections to detect cracks near the 2.5-inch diameter machined boss. Compliance is required within 50 hours of torque link time in service from the effective date or before reaching 750 hours, whichever is later, unless inspected within the last 450 hours, with repetitive inspections every 500 hours thereafter. The inspection process outlined in the AD requires removing paint at least one inch from the boss using a method that avoids wax residue, cleaning the area, and inspecting for cracks using a 10-power magnifying glass, fluorescent or dye penetrant inspection, or an FAA-approved equivalent method. If cracks are detected, the torque links must be replaced with serviceable units of the same part number before further flight, though the aircraft may be flown under FAR 21.197 to a location for replacement. Operators lacking torque link time-in-service records must use aircraft hours instead. This AD supersedes compliance timelines in related Piper Service Letter No. 600, and previous ADs 67-20-04 and 70-18-05 remain applicable. Piper Kit No. 757-123, referenced in prior directives, may be reused for torque link installation. This directive underscores the critical need to address potential structural failures in the landing gear components to ensure continued airworthiness of the affected Piper models.

Affected Models:

- PA-28-140
- PA-28-150
- PA-28-160
- PA-28-180
- PA-28-235
- PA-32-260
- PA-32-300

Affected Serial Numbers: 8097C

Serial#: 32-7640052

- 28-20000 through up
 - 28-01 through up
 - 28-10000 through up
 - 32-01 through up
 - 32-40000 through up
-

Logbook References:

- None
-

Referenced Logbook Pages:

No AD References Found in Logs

72-14-07

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 72-14-07, effective July 7, 1972, under Amendment 39-1478, addressing specific Piper aircraft models including PA-28-140, PA-28-150/-160/-180, PA-28-235, PA-28R-180/-200, PA-32-260/-300, and PA-34-200, across various serial number ranges. This directive mandates compliance within the next 100 hours of time in service after the effective date, unless the required actions have already been completed, to ensure the structural integrity of the stabilator hinge attachment fittings secured to the aft fuselage bulkhead. The required actions involve removing the tail cone fairing and closeout panel to access the twelve fitting attachment nuts (six per fitting), inspecting the bolt holes in the bulkhead and fitting for cracks, deformation, or other damage, and torquing the nuts to a specified value of 35-40 inch pounds before reinstalling the panels. This inspection and maintenance are critical to prevent potential failures in the stabilator attachment, which could compromise aircraft safety. This AD aligns with Piper Service Letter No. 614, which addresses the same issue. Operators of the affected aircraft must adhere to these requirements to maintain airworthiness and mitigate risks associated with improperly secured stabilator hinge fittings.

Affected Models:

- | | |
|--------------|--------------|
| • PA-28-140 | • PA-28R-200 |
| • PA-28-150 | • PA-32-260 |
| • PA-28-160 | • PA-32-300 |
| • PA-28-180 | • PA-34-200 |
| • PA-28-235 | |
| • PA-28R-180 | |

Affected Serial Numbers: 8097C

Serial#: 32-7640052

- 28-20001 through 28-7225389
- 28-03 and 28-1 through 28-7205256
- 28-10001 through 28-7210018
- 28R-30002 through 28R-7130013
- 28R-35001 through 28R-7235217
- 32-03, 32-04 and 32-1 through 32-7200031
- 32-15, 32-21 and 32-40000 through 32-7240103
- 34-E4 and 34-7250001 through 34-7250242

Logbook References:

- N8097C Airframe Logbook 1, Page 82

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 1

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AIRMORPHINESS DIRECTIVE RECORD
N 8097C

MAKE	MODEL	(L) SERIAL (R)
PIPER	PA-32-300	32-7640052
LYCOMING	IO-540-K1A5	L-13814-48A
BENDIX	RSA-10ED1	54580
HARTZELL	HK-124K-1	CH-16215
	F8475D-4	C97332 C99033
BENDIX	CGRN-1227	AM2344 AMB474

Date of Mankt. Dec, 23 1975 T.O. No. A350

A.D. NO.	TEXT	COMPLIANCE METHOD	DATE	A.D. REP.	DUE
		AIRFRAME			
72-08-06	GEAR TOWING LINK	N/A BY DATE MFG			
72-14-07	STAB HINGE BOLT	"			
72-17-05	ELC TRM SWITCH	"			
74-09-02	STALL WARN LIGHT	"			
74-18-13	NOSE GEAR VIB.	"			
74-19-01	OUTER WING SPAR	"			
75-02-03	NOSE FORK ARM	"			
75-10-03	FOR BROCHURE DER	"			
75-24-02	SEAT SECURITY	N/A BY SERIAL #			
76-15-08	CRACKS NOSE GEAR	NA (MODEL)			
76-18-04	FUEL SELECTOR VALVE	P/W (SEE LOG)	UNK	NA	
77-01-01	FUEL QUANTITY GAGES	C/W PAR (R) P/BOARD INSTALLED	1/26/77	SEE DIRECTIVE	
		POWER PLANT			
73-23-01		N/A BY DATE MFG			
75-08-09		"			
75-09-15		"			
77-01-01	FUEL QUANTITY GAGES	OK W/By Log/Battery			
77-12-01	FUEL SYSTEM	checked w/ pwr AD PR	11-20-78		

72-17-05

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 72-17-05, effective August 15, 1972, under Amendment 39-1499, addressing specific models of Piper Aircraft, including PA-28-180, PA28R-180, PA-28R-200, PA-28-235, PA-32-260, and PA-32-300 airplanes within designated serial number ranges. This directive targets a potential issue requiring immediate attention to ensure the continued airworthiness of these aircraft. The AD mandates compliance within the next 100 hours of time in service following the effective date, unless the required modification has already been completed. Operators must modify the Electric Trim Switch (P/N 800452-00 to -01) as per Piper Kit No. 760-517V for the specified PA-28 and PA-32 series airplanes, in accordance with Piper Service Bulletin No. 332 dated April 16, 1971, or an equivalent method approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region. This directive underscores the importance of timely compliance to mitigate risks associated with the electric trim switch functionality in the affected Piper Aircraft models. Failure to adhere to the outlined requirements could compromise aircraft safety and operational integrity.

Affected Models:

- PA-28-180
 - PA-28-235
 - PA-28R-180
 - PA-28R-200
 - PA-32-260
 - PA-32-300
-

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 28-4378 through 28-5859
 - 28-7105001 through 28-7105122
 - 28R-30005 through 28R-31270
 - 28R-7130001 through 28R-7130005
 - 28R-35001 through 28R-35820
 - 28R-7135001 through 28R-7135102
 - 28-11040 through 28-11378
 - 28-7110001 through 28-7110011
 - 32-1111 through 32-1297
 - 32-7100001 through 32-7100017
 - 32-40566 through 32-40974
 - 32-7140001 through 32-7140049
-

Logbook References:

- N8097C Airframe Logbook 1, Page 82
-

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 1

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AIRWORTHINESS DIRECTIVE RECORD
N 8097C

AIRCRAFT
ENGINE
CARB/INJ.
PROPELLER
PROP BLADE
MAGNETO
EQUIP

MAKE	MODEL	(L) SERIAL (R)
PIPER	PA-32-300	32-7640052
LYCOMING	T0-540-K1A5	6-13814-48A
BENDIX	RSA-10ED1	54580
HARTZELL	HC-C24K-1	CH-16215
	F8475D-4	C97332 C99033
BENDIX	SGAN-1227	AH2344 AHB474

Date of Mankf. DEL 23 1975 T.O. No. A350

A.D. NO.	TEXT	COMPLIANCE METHOD	DATE	A.D. REP.	DUE
A.D. LIST					
AIRFRAME					
72-08-06	GEAR TORQUE LINK	N/A BY DATE MFG			
72-14-07	STRUT HINGE BOLT	" "			
72-17-05	ELECT. TRIM SWITCH	" "			
74-09-02	STALL WARN LIGHT	" "			
74-18-13	NOSE GEAR VIB.	" "			
74-19-01	OUTER WING SPAR	" "			
75-02-03	NOSE FORK ASSEMB.	" "			
75-10-03	FOR. BUNGARE DLR	" "			
75-24-02	SEAT SECURITY	N/A BY SERIAL #			
76-15-08	CRACKS NOSE GEAR	NA (MODEL)			
76-18-04	FUEL SELECTOR VALVE	P/W (SEE LOG)	UNK	NO	
77-01-01	FUEL QUANTITY GAGES	C/W PAR (2), PLACED INSTALLED	1/26/77	SEE	DIRECTIVE -
POWER PLANT					
73-23-01		N/A BY DATE MFG			
75-08-09		" "			
75-09-15		" "			
77-01-01					
77-01-01	FUEL QUANTITY GAGES	P/W by Log Entry			
77-12-01	FUEL SYSTEM	checked as per AD CR	11-20-78		

74-09-02

Summary: This Airworthiness Directive (AD) issued by the Federal Aviation Administration (FAA), identified as AD 74-09-02 under Amendment 39-1816, pertains to specific Piper aircraft models PA-32-260 (Serial Numbers 32- 7300001 through 32-7300024) and PA-32-300 (Serial Numbers 32-7340001 through 32-7340081), certificated in all categories. The directive addresses a safety concern related to the visibility of the stall warning light, which is critical for pilot awareness and aircraft safety during operation. The AD mandates compliance within the next 100 hours of time in service following the effective date of April 18, 1974, unless the required action has already been completed. Operators are instructed to relocate the stall warning light as per Piper Service Bulletin Number 403 or an equivalent method approved by the Chief, Engineering and Manufacturing Branch, FAA, located in Atlanta, Georgia. This relocation is necessary to ensure an unobstructed view of the stall warning light, thereby enhancing flight safety. Relevant manufacturer specifications and procedures are incorporated into this directive and can be obtained from Piper Aircraft Corporation in Vero Beach, Florida, or reviewed at designated FAA offices in Georgia and Washington, D.C. This AD underscores the importance of maintaining critical safety features on affected aircraft and requires prompt action to mitigate potential risks associated with obscured stall warning indicators.

Affected Models:

- PA-32-260
 - PA-32-300
-

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 32-7300001 through 32-7300024
 - 32-7340001 through 32-7340081
-

Logbook References:

- N8097C Airframe Logbook 1, Page 82
-

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 1

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AIRWORTHINESS DIRECTIVE RECORD
N 8097C

AIRCRAFT
ENGINE
CARB/INJ.
PROPELLER
PROP BLADE
MAGNETO
EQUIP

MAKE	MODEL	(L) SERIAL	(R)
PIPER	PA-32-300	32-7640052	
LYCOMING	IO-540-K1A5	L-13814-48A	
BENDIX	RSA-10ED1	54580	
HARTZELL	HC-C24K-1	CH-16215	
	F8475D-4	C97332	C99033
BENDIX	SCAN-1227	A142344	A148474

Date of Manuf. DEL 23 1975 T.C. No. A350

A.D. NO.	TEXT	COMPLIANCE METHOD	DATE	A.D. REF.	DUE
		<u>AIRFRAME</u>			
72-08-06	GEAR TORQUE LINK	N/A BY DATE MFG			
72-14-07	STAB HINGE BKT	" "			
72-17-05	ELEC. TRM SWITCH	" "			
74-09-02	STALL WARN LIGHT	" "			
74-18-13	NOSE GEAR VIB	" "			
74-19-01	OUTER WING SPAD	" "			
75-02-03	NOSE FORK ASSM	" "			
75-10-03	FOR. BAGGAGE DOOR	" "			
75-24-02	SEAT SECURITY	N/A BY SERIAL #			
76-15-08	CRACKS, NOSE GEAR	NA (MODEL)			
76-18-04	FUEL SELECTOR VALVE	P/W (SEE LOG)	UNK	NO	
77-01-01	FUEL QUANTITY GAGES	C/W PAR (2), PLACARD INSTALLED	1/26/77	SEE	DIRECTIVE -
		<u>POWER PLANT</u>			
73-23-01		N/A BY DATE MFG			
75-08-09		" "			
75-09-15		" "			
75-12-01		" "			
77-01-01	FUEL QUANTITY GAGES	P/W by Log Entry			
77-12-01	FUEL SYSTEM	checked as per AD, CR	11-20-78		

74-18-13

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 74-18-13, effective September 3, 1974, concerning specific Piper aircraft models PA-32-260 (Serial Numbers 32-7400001 through 32-7400050) and PA-32-300 (Serial Numbers 32-7440001 through 32-7440086 and 32-7440088 through 32-7440160), certificated in all categories. This directive addresses a potential airworthiness issue related to excessive nose gear vibration, which could compromise the safety and performance of the affected aircraft. To mitigate this issue, the AD mandates the installation of Piper Kit No. 760885V in accordance with Piper Service Bulletin No. 428, or an equivalent modification approved by the Chief of the Engineering and Manufacturing Branch, FAA Southern Region. Compliance is required within 50 hours of time in service from the effective date of the AD, unless already accomplished. Operators may request an adjustment to the compliance time through an FAA maintenance inspector, subject to prior approval from the Chief of the Engineering and Manufacturing Branch, provided sufficient justification is provided. This directive underscores the importance of addressing nose gear vibration to ensure the continued airworthiness of the specified Piper models. Operators must adhere to the outlined compliance requirements to maintain safety standards and prevent potential operational hazards.

Affected Models:

- PA-32-260
 - PA-32-300
-

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 32-7400001 through 32-7400050
 - 32-7440001 through 32-7440086
 - 32-7440088 through 32-7440160
-

Logbook References:

- N8097C Airframe Logbook 1, Page 82
-

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 1

AIRWORTHINESS DIRECTIVE RECORD

N 8097C

AIRCRAFT
ENGINE
CARB/INJ.
PROPELLER
PROP BLADE
MAGNETO
EQUIP

MAKE	MODEL	(L) SERIAL	(R)
PIPER	PA-32-300	32-7640052	
LYCOMING	IO-540-K1A5	6-13814-48A	
BENDIX	RSA-10ED1	54580	
HARTZELL	HC-124K-1	CH-16215	
	F8475D-4	C97332	C99033
BENDIX	SCAN-1227	A142344	A148474

Date of Manuf. DEL 23 1975 T.C. No. A350

A.D. LIST

A.D. NO.	TEXT	COMPLIANCE METHOD	DATE	A.D. REP.	DUE
		<u>AIRFRAME</u>			
72-08-06	GEAR TORQUE LINK	N/A BY DATE MFG			
72-14-07	STPB HINGE BKT	" "			
72-17-05	ELECT. TRIM SWITCH	" "			
74-09-02	STALL WARN LIGHT	" "			
74-18-13	NOSE GEAR VIB.	" "			
74-19-01	OUTER WING SPAR	" "			
75-02-03	NOSE FORK ASYM.	" "			
75-10-03	FOR. BAGGAGE DOOR	" "			
75-24-02	SEAT SECURITY	N/A BY SERIAL #			
76-15-08	CRACKS NOSE GEAR	NA (MODEL)			
76-18-04	FUEL SELECTOR VALVE	P/W (SEE LOG)	UNK	NO	
77-01-01	FUEL QUANTITY GAGES	C/W PAR (2), PLACARD INSTALLED	1/26/77	SEE	DIRECTIVE -
		<u>POWER PLANT</u>			
73-23-01		N/A BY DATE MFG			
75-08-09		" "			
75-09-15		" "			
75-10-03		" "			
77-01-01	FUEL QUANTITY GAGES	P/W by Log Entry			
77-12-01	FUEL SYSTEM	checked as per AD CR	11-20-78		

74-19-01

Summary: This Airworthiness Directive (AD) 74-19-01, issued by the FAA under Amendment 39-1952, addresses a potential structural issue in specific Piper aircraft models, including PA-28-235 (serial numbers 28-7410001 through 28-7410090), PA-32-260 (serial numbers 32-7400001 through 32-7400047), PA-32-300 (serial numbers 32-7440001 through 32-7440147), and PA-34-200 (serial numbers 34-7450001 through 34-7450205). Effective September 7, 1974, this directive mandates an inspection to detect improperly formed lightening holes in the outer wing spars, which could compromise structural integrity. Compliance is required within the next ten hours of time in service after the effective date, unless already completed. The inspection procedure involves removing the inspection plate on the bottom of the wing near the aileron bell-crank and examining both sides of the left and right spars around specified lightening holes for die stamping marks and cracks in the flange radii. For PA-28-235 and PA-32 series, the focus is on the first lightening hole outboard of the main spar splice; for PA-34 series, it includes the first and second lightening holes. If a square die stamping mark is found only on the aft side of the spar with no cracks, no further action is needed. However, if the mark appears on the forward side or if cracks are detected, the outboard spar must be replaced with a serviceable part or repaired using an FAA-approved method. Operators must report any positive findings of forward-side stamping marks or cracks to the Chief, Engineering and Manufacturing Branch, FAA Southern Region, within 10 days of inspection. This AD underscores the urgency of addressing potential wing spar defects to ensure aircraft safety and airworthiness. Compliance with these inspection and corrective actions is critical to mitigate risks associated with structural failures in the affected Piper aircraft models.

Affected Models:

- PA-28-235
 - PA-32-260
 - PA-32-300
 - PA-34-200
-

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 28-7410001 through 28-7410090
 - 32-7400001 through 32-7400047
 - 32-7440001 through 32-7440147
 - 34-7450001 through 34-7450205
-

Logbook References:

- N8097C Airframe Logbook 1, Page 82
-

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 1

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AIRWORTHINESS DIRECTIVE RECORD
N 8097C

AIRCRAFT
ENGINE
CARB/INJ.
PROPELLER
PROP BLADE
MAGNETO
EQUIP

NAME	MODEL	(L) SERIAL (R)
PIPER	PA-32-300	32-7640052
LYCOMING	IO-540-K1A5	L-13814-48A
BENDIX	RSA-10ED1	54580
HARTZELL	HC-C24K-1	CH-16215
	F8475D-4	C97332 'C99033
BENDIX	SGAN-1227	AH2344 'AH8474

Date of Mankf. DEL 23 1975 T.O. No. A350

A.D. NO.	TEXT	COMPLIANCE METHOD	DATE	A.D. REP.	DUE
		<u>AIRFRAME</u>			
72-08-06	GEAR TORQUE LINK	N/A BY DATE MFG			
72-14-07	STAB HINGE BOLT	" "			
72-17-05	ELEC TRIM SWITCH	" "			
74-09-02	STAIL WARN LIGHT	" "			
74-18-13	NOSE GEAR VIB.	" "			
74-19-01	OUTER WING SPAR	" "			
75-02-03	NOSE FORK ASYM	" "			
75-10-03	FOR. BAGGAGE DOOR	" "			
75-24-02	SEAT SECURITY	N/A BY SERIAL #			
76-15-08	CRACKS NOSE GEAR	NA (MODEL)			
76-18-04	FUEL SELECTOR VALVE	P/W (SEE LOG)	UNK	NO	—
77-01-01	FUEL QUANTITY GAGES	C/W PAR (2), PLACARD INSTALLED	1/26/77	SEE	DIRECTIVE -
		<u>POWER PLANT</u>			
73-23-01		N/A BY DATE MFG			
75-08-09		" "			
75-09-15		" "			
75-12-01		" "			
77-01-01	FUEL QUANTITY GAGES	P/W by Log Entry			
77-12-01	FUEL SYSTEM	checked w/ AD PR	11-20-78		

75-02-03

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 75-02-03, Amendment 39-2066, applicable to Piper Models PA-28-140, PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-32-260, and PA-32-300 airplanes modified with a large nose wheel fork (Tibbetts-Herre Air-motive P/N PA-32-1) and an 8.00-6 nose wheel tire under Supplemental Type Certificate SA281AL. This directive addresses the risk of nose wheel fork assembly failure and mandates compliance prior to the accumulation of 25 landings after the effective date of the AD, unless already accomplished. The required actions include a visual inspection of the nose wheel fork for unintended bends, straightening any such bends, and conducting a detailed inspection for cracks near the axle holes using dye or fluorescent penetrant methods. If no cracks are found, the fork must be chamfered and heat-treated to specified standards; if cracks are detected, the fork must be replaced with a serviceable, treated unit. Additional requirements involve replacing specific components with approved parts and marking heat-treated forks for identification. This AD was effective upon publication in the Federal Register, with prior notification provided to certain recipients via airmail on November 26, 1974. Operators are advised to review maintenance records and comply with the inspection and modification requirements to ensure the airworthiness of affected aircraft, mitigating the risk of nose wheel fork failure during operations.

Affected Models:

- PA-28-140
- PA-28-150
- PA-28-160
- PA-28-180
- PA-28-235
- PA-32-260
- PA-32-300

Affected Serial Numbers: 8097C Serial#: 32-7640052

- N/A

Logbook References:

- N8097C Airframe Logbook 1, Page 82
-

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 1

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ELT BATTERY ~~DATE~~ 76 25)
AIRWORTHINESS DIRECTIVE RECORD
N 8097C

AIRCRAFT
ENGINE
CARB/INJ.
PROPELLER
PROP BLADE
MAGNETO
EQUIP

MAKE	MODEL	(L) SERIAL (R)
PIPER	PA-32-300	32-7640052
LYCOMING	IO-540-K1A5	L-13814-48A
BENDIX	RSA-10ED1	54580
HARTZELL	HC-C24K-1	CH-16215
	F8475D-4	C97332 'C99033
BENDIX	CLLN-1227	A142344 'A148471

Date of Manuf. DEL 23 1975 T.O. No. A350

A.D. LIST

A.D. NO.	TEXT	COMPLIANCE METHOD	DATE	A.D. REP.	DUE
		AIRFRAME			
72-08-06	GEAR TORQUE LINK	N/A BY DATE MFG			
72-14-07	STAB HINGE BKT	"			
72-17-05	ELECT. TRM SWITCH	"			
74-09-02	STALL WARN LIGHT	"			
74-18-13	NOSE GEAR VIB.	"			
74-19-01	OUTER WING STAP	"			
75-02-03	NOSE FORK ASYM	"			
75-10-03	FOR. BAGGAGE DOOR	"			
75-24-02	SEAT SECURITY	N/A BY SERIAL #			
76-15-08	CRACKS NOSE GEAR	NA (MODEL)			
76-18-04	FUEL SELECTOR VALVE	P/C/W (SEE LOG)	UNK	NO	
77-01-01	FUEL QUANTITY GAGES	C/W PAR (2), PLACARD INSTALLED	1/26/77	SEE	DIRECTIVE -
		POWER PLANT			
73-23-01		N/A BY DATE MFG			
75-08-09		"			
75-09-15		"			
75-12-01		"			
77-01-01	FUEL QUANTITY GAGES	P/C/W by Log Entry			
77-12-01	FUEL SYSTEM	checked w/par AD CR	11-20-78		

75-10-03

Summary: This Airworthiness Directive (AD) issued by the FAA, identified as 75-10-03 and effective May 12, 1975, applies to Piper Model PA-32-260 (serial numbers 32-01 through 32-7500039) and PA-32-300 (serial numbers 32-40001 through 32-7540147) airplanes certificated in all categories. The directive addresses a potential safety issue concerning the delamination of the forward baggage door, which could compromise the structural integrity of the affected component. Compliance is mandatory before further flight after the effective date, unless the required inspection has been completed within the last ten hours of service, and must be repeated at intervals not exceeding ten hours of time in service from the last examination. The AD mandates a detailed inspection of the forward baggage door, focusing on the hinge, leading edge, and inner stiffening sections for cracks or delamination in the fiberglass. If no issues are detected during the inspection, no further action is required until the next scheduled examination. However, if cracks or delaminations are found, the baggage door must be modified by installing Piper Kit 760-972V or an FAA-approved equivalent before further flight, with provisions under FAR 21.197 allowing the aircraft to be flown to a base for modification. Once the modification is completed, the requirements of this AD no longer apply. The inspection may be conducted by the pilot, and compliance must be recorded in the aircraft's permanent maintenance record as per FAR 91.173. Additional guidance is available in Piper Service Bulletin No. 463, which relates to this issue.

Affected Models:

- PA-32-260
 - PA-32-300
-

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 32-01 through 32-7500039
 - 32-40001 through 32-7540147
-

Logbook References:

- N8097C Airframe Logbook 1, Page 82
-

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 1

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ELT BATTERY ~~DATE~~ 76 25)
AIRWORTHINESS DIRECTIVE RECORD
N 8097C

AIRCRAFT
ENGINE
CARB/INJ.
PROPELLER
PROP BLADE
MAGNETO
EQUIP

MAKE	MODEL	(L) SERIAL	(R)
PIPER	PA-32-300	32-7640052	
LYCOMING	IO-540-K1A5	L-13814-48A	
BENDIX	RSA-10ED1	54580	
HARTZELL	HC-C24K-1	CH-16215	
	F8475D-4	C97332	C99033
BENDIX	SCAN-1227	AH2344	AH8471

Date of Manuf. DEL 23 1975 T.O. No. A350

A.D. LIST

A.D. NO.	TEXT	COMPLIANCE METHOD	DATE	A.D. REP.	DUE
		AIRFRAME			
72-08-06	GEAR TORQUE LINK	N/A BY DATE MFG			
72-14-07	STAB HINGE BOLT	"			
72-17-05	ELECT. TRIM SWITCH	"			
74-09-02	STALL WARN LIGHT	"			
74-18-13	NOSE GEAR VIB.	"			
74-19-01	OUTER WING STAP	"			
75-02-03	NOSE FORK ASSEM.	"			
75-10-03	FOR. BAGGAGE DOOR	"			
75-24-02	SEAT SECURITY	N/A BY SERIAL #			
76-15-08	CRACKS NOSE GEAR	NA (MODEL)			
76-18-04	FUEL SELECTOR VALVE	P/C/W (SEE LOG)	UNK	NO	
77-01-01	FUEL QUANTITY GAGES	C/W PAR (2), PLACARD INSTALLED	1/26/77	SEE	DIRECTIVE -
		POWER PLANT			
73-23-01		N/A BY DATE MFG			
75-08-09		"			
75-09-15		"			
75-12-01		"			
77-01-01	FUEL QUANTITY GAGES	P/C/W BY Log Entry			
77-12-01	FUEL SYSTEM	checked as per AD PR	11-20-78		

75-24-02

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 75-24-02, effective November 21, 1975, under Amendment 39-2422, addressing specific Piper aircraft models including PA-28-180, PA28R-180, PA-28R-200, PA-28-235, PA-32-260, PA-32-300, PA-34-200, and PA-34-200T, across identified serial number ranges. This directive targets a potential safety issue related to the quick-disconnect seats in these aircraft, which could become loose during an accident, posing a risk to occupant safety. To mitigate this risk, the AD mandates an inspection of the rear legs of the quick-disconnect seats within the next 100 hours of time in service or at the next annual inspection, whichever occurs first, following the guidelines in Piper Service Letter No. 763. If the seat retention is found satisfactory, a log book entry must be made; if unsatisfactory, adjustments or replacements are required as per the service letter, with corresponding log book documentation. Subsequent inspections are required at each annual inspection thereafter. This directive underscores the importance of ensuring seat security to prevent potential hazards during accidents. Compliance with the inspection and maintenance actions outlined in AD 75-24-02 is critical for maintaining the airworthiness of the affected Piper aircraft models and ensuring the safety of passengers and crew

Affected Models:

- PA-28-180
- PA-28-235
- PA-28R-180
- PA-28R-200
- PA-32-260
- PA-32-300
- PA-34-200
- PA-34-200T

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 28-7105001 through 28-7505046
- 28R-7130001 through 28R-7130013
- 28R-7135001 through 28R-7535041
- 28-7110001 through 28-7510016
- 32-1 through 32-7500002
- 32-40001 through 32-7540028
- 34-7250001 through 34-7450220
- 34-7570001 through 34-7570054

Logbook References:

- N8097C Airframe Logbook 1, Page 53
 - N8097C Airframe Logbook 1, Page 82
-

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 1

Page: 53

AIRCRAFT LOG				
Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
		July 1, 1986	TR 1793.1	
		Cleaned & lubed gear. c/w AD 76-07-0		
		Bendix Sw 012 - c/w 69-22-02		
		center wheel inop c/w 77-12-01 Fuel		
		system c/w AD 75-24-02 Seal ok		
		c/w 78-23-01 Fuel chain ok		

Removed - ELT BATTERY DATE 76 15)				
AIRWORTHINESS DIRECTIVE RECORD				
N 8097C				
AIRCRAFT ENGINE CARB/INT. PROPELLER PROP BLADE MAGNETO EQUIP	MAKE	MODEL	(L) SERIAL (R)	
	PIPER	PA-32-300	32-7670052	
	LYCOMING	IO-540-K1A5	L-13814-48A	
	BENDIX	RSA-10ED1	54580	
	HARTZELL	HK-124K-1	CH-16215	
		F8475D-4	C97332 C99033	
	BENDIX	CLLN-1227	AH2347 AH48474	
Date of Manuf. <u>DEC 23 1975</u> T.O. No. <u>A350</u>				
A.D. LIST				
A.D. NO.	TEXT	COMPLIANCE METHOD	DATE	A.D. REP.
		AIRFRAME		
72-08-00	GEAR TORQUE LINK	N/A BY DATE MFG		
72-14-07	STAB HINGE BKT	" "		
72-17-05	ELECT. TRM SWITCH	" "		
74-09-02	STALL WARN LIGHT	" "		
74-18-13	NOSE GEAR VIB	" "		
74-19-01	OUTER WING SPAR	" "		
75-02-03	NOSE FORK ARM	" "		
75-10-03	FEEL BROADCAST DR	" "		
75-24-02	SEAT SECURITY	N/A BY SERIAL #		
76-15-08	CRACKS NOSE GEAR	NA (MODEL)		
76-18-04	FUEL SELECTOR VALVE	P/W (SEE LOG)	UNK	NO
77-01-01	FUEL QUANTITY GAGES	C/W PAR (2) PLACARD INSTALLED	1/26/77	SEE DIRECTIVE
		POWER PLANT		
73-23-01		N/A BY DATE MFG		
75-04-09		" "		
75-09-15		" "		
75-12-01		" "		
77-01-01	FUEL QUANTITY GAGES	P/W by Log Entry		
77-12-01	FUEL SYSTEM	Checked w/p AD PR	11-20-78	

Logbook: N8097C Airframe Logbook 1

76-18-04

Summary: This Airworthiness Directive (AD) 76-18-04, issued by the Federal Aviation Administration (FAA) and effective September 10, 1976, addresses a potential safety issue in specific Piper aircraft models, including PA-28-235, PA-32-260, PA-32-300, and PA-32R-300, equipped with certain Airborne fuel valves (Models 1-H65-2 and 1-H65-3, Piper part numbers 492 259 and 492 262). The directive applies to aircraft with specified serial numbers certificated in all categories and targets the risk of fuel valve inner port leakage, which could compromise safe operation. The AD mandates compliance within the next ten hours of service time after the effective date, unless already completed. It requires operators to perform a series of checks, including filling fuel tanks to capacity, actuating the fuel selector valve quick drain handle, and running the engine at 1000 RPM with the fuel selector valve in the OFF position for up to seven minutes to detect fuel exhaustion. If the engine continues to run for the full duration, the fuel selector valve must be replaced with a serviceable unit, and the checks repeated. These checks may be conducted by the pilot, with compliance recorded in the aircraft's maintenance log per FAR 91.173. Any alternative means of compliance must be approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region. Additionally, Piper Service Bulletin No. 519 relates to this issue. This AD is critical to ensuring the integrity of the fuel system in the affected Piper aircraft models and mitigating associated safety

Affected Models:

- PA-28-235
- PA-32-260
- PA-32-300
- PA-32R-300

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 28-10001 through 28-7610157
- 32-1 through 32-7600020
- 32-40000 through 32-7640109
- 32R-7680001 through 32R-7680423

Logbook References:

- N8097C Airframe Logbook 1, Page 82
-

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 1

AIRWORTHINESS DIRECTIVE RECORD

N 8097C

AIRCRAFT
ENGINE
CARB/INJ.
PROPELLER
PROP BLADE
MAGNETO
EQUIP

MAKE	MODEL	(L) SERIAL	(R)
PIPER	PA-32-300	32-7640052	
LYCOMING	IO-540-K1A5	L-13814-48A	
BENDIX	RSA-10ED1	54580	
HARTZELL	HC-C29K-1	CH-16215	
	F8475D-4	C97332	C99033
BENDIX	SCAN-1227	AH2344	AH2474

Date of Manuf. DEL 23 1975 T.O. No. A350

A.D. LIST

A.D. NO.	TEXT	COMPLIANCE METHOD	DATE	A.D. REP.	DUE
		<u>AIRFRAME</u>			
72-08-06	GEAR TORQUE LINK	N/A BY DATE MFG			
72-14-07	STAB HINGE BOLT	" "			
72-17-05	ELECT. TRIM SWITCH	" "			
74-09-02	STALL WARN LIGHT	" "			
74-18-13	NOSE GEAR VIB.	" "			
74-19-01	OUTER WING SPAR	" "			
75-02-03	NOSE FORK ASSY.	" "			
75-10-03	FOR. BROADCAST DLR	" "			
75-24-02	SEAT SECURITY	N/A BY SERIAL #			
76-15-08	CRACKS NOSE GEAR	NA (MODEL)			
76-18-04	FUEL SELECTOR VALVE	P/CW (SEE LOG)	UNK	NO	
77-01-01	FUEL QUANTITY GAGES	C/W PAR (2), PLACARD INSTALLED	1/26/77	SEE	DIRECTIVE -
		<u>POWER PLANT</u>			
73-23-01		N/A BY DATE MFG			
75-08-09		" "			
75-09-15		" "			
75-10-03		" "			
77-01-01	FUEL QUANTITY GAGES	P/CW By Log Entry			
77-12-01	FUEL SYSTEM	Checked as per AD PR	11-20-78		

77-01-01

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 77-01-01, effective January 7, 1977, under Amendment 39-2796, addressing potential fuel quantity gauge inaccuracies in specific Piper aircraft models, including PA-28-140, PA-28-150/160/180, PA-28-151, PA-28-181, PA-28-235, PA-28R-200, PA-32-260, and PA-32-300, across various serial number ranges. This directive aims to prevent possible fuel exhaustion due to erroneous fuel gauge indications, which could pose a significant safety risk during flight operations. To address this issue, the AD mandates immediate action within 10 hours of service time after the effective date, requiring the installation of a warning placard near the fuel quantity gauges to alert pilots that the gauges may indicate up to 2.5 gallons of fuel when tanks are empty, unless further calibration or replacement actions are completed. Additionally, within 200 hours of service time or 12 months, whichever comes first, operators must check the calibration of the fuel gauges following specific procedures, including defueling and testing. If a gauge indicates above zero when empty, it must be recalibrated by an FAA-approved facility or replaced with a serviceable unit. Failure to comply with these requirements necessitates continued use of the warning placard until corrective actions are taken. Alternative methods of compliance must be approved by the Chief of the Engineering and Manufacturing Branch, FAA Southern Region. This directive underscores the importance of accurate fuel monitoring to ensure aircraft safety and prevent operational hazards related to fuel management risks.

Affected Models:

- PA-28-140
 - PA-28-150
 - PA-28-151
 - PA-28-160
 - PA-28-180
 - PA-28-181
 - PA-28-235
 - PA-28R-200
 - PA-32-300
-

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 28-7225001 through 7725086
 - 28-7415001 through 7715200
 - 28-7690001 through 7790192
 - 28-721001 through 7610181
 - 28R-7235001 through 7635459
 - 32-7200001 through 7700005
 - 32-7240001 through 7740012
-

Logbook References:

- N8097C Airframe Logbook 1, Page 82
-

Logbook References:

- N8097C Airframe Logbook 1, Page 20
- N8097C Airframe Logbook 1, Page 24
- N8097C Airframe Logbook 1, Page 25
- N8097C Airframe Logbook 1, Page 82
- N8097C Airframe Logbook 1, Page 20
- N8097C Airframe Logbook 1, Page 24
- N8097C Airframe Logbook 1, Page 25
- N8097C Airframe Logbook 1, Page 82

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 1

Page: 20

AIRCRAFT LOG				
Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
1-7-77	Brought Forward →	757.4	757.4	REPLACED DATE
DATE 1/26/77 TACH 771.6 HRS - 100 HR INSPECTION COMPLETED USING PIPER PA 32 CHECK LIST AS GUIDE, AD 77-01-01 C/W (PAR (2)). PLACARD INSTALLED. James G Moore A/P 1629447 SWAR ABQ WD # 2191				

Logbook: N8097C Airframe Logbook 1

Page: 24

Registration No. _____		
and Remarks	Signature	Certificate No.
9/15/77 TACH 920 Performed 100hr inspection using PA 32 check list as guide. Replaced wheel bearings, lubed and serviced. Reper check list C/w AD 77-01-01 Placard installed. installed new brake linings both hubs. AD 77-12-06 Due at 1220 hrs or 6/24/78. SOUTHWEST AIR RANGERS, INC., ABQ., N.M.		
I certify that this airframe has has been inspected in accordance with 100hr inspection and was determined to be in air-worthy condition.		
A.D.'s checked through 77-18 Date 9/15/77 By Joseph A. McDuffie A & P 585944226 SOUTHWEST AIR RANGERS, INC. ABQ. N.M.		

AIRCRAFT LOG

Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
4-16-77	Brought Forward →	Tach + Total 8920 hrs.		Calibrated fuel quantity gauges to meet requirements of FAA AD AD 77-01-01 pertaining to this subject and Piper Service Bulletin #433. See FAA Form 337 this date in weight & balance section of logbook.

AIRCRAFT
ENGINE
CARB/INT.
PROPELLER
PROP BLADE
MAGNETO
EQUIP

Removed -
ELT BATTERY ~~DATE~~ 76 15)

AIRWORTHINESS DIRECTIVE RECORD
N 8097C

NAME	MODEL	(L) SERIAL	(R)
PIPER	PA-32-300	32-7640052	
LYCOMING	TC-540-K1A5	L-13814-48A	
BENDIX	RSA-10ED1	54580	
HARTZELL	HK-C24K-1	CH-16215	
	F8475D-4	C97332	C99033
BENDIX	CGN-1227	AH2344	AH2471

Date of Manuf. Dec, 23 1975 T.O. No. A350

A.D. LIST

A.D. NO.	TEXT	COMPLIANCE METHOD	DATE	A.D. REP.	DUE
		AIRFRAME			
72-08-06	GEAR TOWNE LINK	N/A BY DATE MFG			
72-14-07	STAB HINGE BKT	"			
72-17-05	ELEC TRIM SWITCH	"			
74-09-02	STALL WARN LIGHT	"			
74-18-13	NOSE GEAR VIB.	"			
74-19-01	OUTER WING STAP	"			
75-02-03	NOSE FORK ASSEMBLY	"			
75-10-03	FOR BROODER DER	"			
75-24-02	SEAT SECURITY	N/A BY SERIAL #			
76-15-08	CRACKS NOSE GEAR	NA (MODEL)			
76-18-04	FUEL SELECTOR VALVE	P/W (SEE LOG)	UNK	N/A	
77-01-01	FUEL QUANTITY GAGES	C/W PAR (2), PLACARD INSTALLED	1/26/77	SEE DIRECTIVE -	
		POWER PLANT			
73-23-01		N/A BY DATE MFG			
75-08-09		"			
75-09-15		"			
75-10-03		"			
77-01-01	FUEL QUANTITY GAGES	P/W BY Log Entry			
77-12-01	FUEL SYSTEM	checked on p. AD CR	11-20-78		

Logbook: N8097C Airframe Logbook 1

77-12-01

Summary: The Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 77-12-01, effective June 10, 1977, under Amendment 39-2914, addressing potential fuel system malfunctions in Piper aircraft models PA28-235, PA-32-260, PA-32-300, and PA-32S-300 across specified serial numbers. The directive aims to prevent power interruptions by mandating immediate and recurring inspections, modifications, and replacements of fuel system components, including fuel selector valves, tank fill caps, vent tubes, and hose assemblies. Compliance timelines range from within 5 to 100 hours of time in service after the effective date, depending on the specific action and aircraft model. Key actions include daily preflight checks and periodic inspections (every 50 hours) of fuel selector valves for leaks, with corrective measures such as cleaning or replacing valves using specified Piper kits if leakage exceeds defined thresholds. Additionally, the AD requires replacement of non-compliant fuel tank fill caps, modification of fuel selector control systems per Piper Service Bulletin 376, rework of fuel tank vent tubes to specified dimensions, and inspection of fuel hose assemblies for proper installation, with replacement if necessary. These measures address critical vulnerabilities in the fuel system that could compromise aircraft safety. Operators must adhere to the outlined procedures and timelines, with any alternative methods of compliance requiring approval from the Chief, Engineering and Manufacturing Branch, FAA Southern Region. Pilots may perform certain checks and log them per FAR 91.173. Relevant Piper Service Bulletins (342, 376, and 571) provide additional guidance on these issues, underscoring the importance of addressing these airworthiness concerns to maintain operational safety.

Affected Models:

- PA-28-235
- PA-32-260
- PA-32-300
- PA-32S-300

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 28-10001 through 28-7410093
- 32-03, 32-04, 32-1 through 32-7400049
- 32-15, 32-21, 32-40000 through 32-7440160
- 32S-15, 32S-40000 through 32S-7240137
- 28-10001 through 28-11236
- 32-03, 32-04, 32-1 through 32-1123
- 32-15, 32-21, 32-40000 through 32-40629
- 32S-15, 32S-40000 through 32S-40629
- 28-10001 through 28-7310125
- 32-03, 32-04, 32-1 through 32-7300036
- 32-15, 32-21, 32-40000 through 32-7340081
- 32S-15, 32S-40000 through 32S-7240110
- 28-10001 through 28-7710040
- 32-03, 32-04, 32-1 through 32-7700016

- 32-15, 32-21, 32-40000 through 32-7740037, 32-7740039 through 32-7740053, 32-7740055 through 32-7740062, 32-7740064 through 32-7740069
- 32S-15, 32S-40000 through 32S-2740137

Logbook References:

- N8097C Airframe Logbook 1, Page 53
- N8097C Airframe Logbook 1, Page 82

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 1

Page: 53

AIRCRAFT LOG				
Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
		July 1, 1986	TR 1773.1	
		Cleaned & lubed gear. c/w AD 76-07-0		
		Bencher Sw O/R - c/w 69-22-02		
		control wheel insp. c/w 77-12-01 Fuel		
		system c/w AD 75-24-02 Seals ok		
		c/w 78-23-01 Fuel train ok		

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 1

~~Removed -~~
ELT BATTERY ~~DATE~~ 76 25)
AIRWORTHINESS DIRECTIVE RECORD
N 8097C

AIRCRAFT
ENGINE
CARB/INJ.
PROPELLER
PROP BLADE
MAGNETO
EQUIP

MAKE	MODEL	(L) SERIAL	(R)
PIPER	PA-32-300	32-7640052	
LYCOMING	IO-540-K1A5	6-13814-48A	
BENDIX	RSA-10ED1	54580	
HARTZELL	HC-C24K-1	CH-16215	
	F8475D-4	C97332	C99033
BENDIX	SGLN-1227	AH2344	AH48471

Date of Manuf. DEL 23 1975 T.O. No. A350

A.D. NO.	TEXT	COMPLIANCE METHOD	DATE	A.D. REP.	DUE
		<u>AIRFRAME</u>			
72-08-06	GEAR TORQUE LINK	N/A BY DATE MFG			
72-14-07	STAB HINGE BOLT	" "			
72-17-05	ELEC. TRM SWITCH	" "			
74-09-02	STALL WARN LIGHT	" "			
74-18-13	NOSE GEAR VIB.	" "			
74-19-01	OUTER WING SPAR	" "			
75-02-03	NOSE FORK ASSEM.	" "			
75-10-03	FOR. BROADCAST DRUM	" "			
75-24-02	SEAT SECURITY	N/A BY SERIAL #			
76-15-08	CRACKS NOSE GEAR	NA (MODEL)			
76-18-04	FUEL SELECTOR VALVE	P/W (SEE LOG)	UNK	NO	
77-01-01	FUEL QUANTITY GAGES	C/W PAR (2), PLACARD INSTALLED	1/26/77	SEE	DIRECTIVE -
		<u>POWER PLANT</u>			
73-23-01		N/A BY DATE MFG			
75-08-09		" "			
75-09-15		" "			
75-12-01		" "			
77-01-01	FUEL QUANTITY GAGES	P/W By Log Entry			
77-12-01	FUEL SYSTEM	checked w/ log AD CR	11-20-78		

77-23-03

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 77-23-03, effective November 14, 1977, under Amendment 39-3071, addressing specific Piper aircraft models including PA-28, PA-32, and PA-34 series with designated serial numbers. This directive targets a potential issue of power loss due to thermal contraction binding a control rod end in the engine compartment, which could compromise aircraft safety and performance. To mitigate this risk, the AD mandates an inspection within 25 hours of time in service after the effective date, unless previously completed. The inspection involves accessing the engine compartment to examine the rod end bearings on the Mixture, Throttle, and Prop Governor Control Cables. If bearings with a raised ball retainer (identified as number 1) are found, they must be replaced with approved serviceable bearings (identified as numbers 2 or 3) per the Piper Service Manual. If the correct bearings are already installed, no further action is needed, and appropriate log book entries must be made. Pilots may perform the checks as per FAR 91.173, but replacements must be conducted by authorized personnel under FAR 43.3. Any alternative compliance methods require approval from the Chief, Engineering and Manufacturing Branch, FAA Southern Region. This directive ensures the continued airworthiness of the affected Piper models by addressing a critical mechanical issue that could lead to operational hazards.

Affected Models: 15 models. Affected Serial Numbers: 8097C Serial#: 32-7640052

- 28-25001 through 28-7725172
 - 28-7415001 through 28-7615435
 - 28-7716001 through 28-7716071
 - 28-5153 through 28-7505260
 - 28-7690001 through 28-7790363
 - 28-7310001 through 28-7710016
 - 28R-30737 through 28R-7130013
 - 28R-35001 through 28R-7635512
 - 28R-7737001 through 28R-7737023
 - 28R-7703001 through 28R-7703043
 - 32-1111 through 32-7700013
 - 32-40566 through 32-7740040
 - 32R-6780001 through 32R-7780215
 - 34-7250001 through 34-7450220
 - 34-7570001 through 34-7770163
-

Logbook References:

- None
-

Referenced Logbook Pages:

No AD References Found in Logs.

78-23-01

Summary: The Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 78-23-01, effective November 3, 1978, under Amendment 39-3330, addressing a potential safety issue in Piper Aircraft Corporation models PA-28-235, PA-32-260, PA-32-300, PA-32S-300, PA-32R-300, PA-32RT-300, and PA-32RT-300T. This directive applies to airplanes certificated in all categories and aims to prevent inadvertent actuation of the fuel drain lever, which could pose a risk to aircraft safety. For Model PA-28-235 (serial numbers 28-10003 through 28-10660), the AD mandates specific actions within 50 hours of time in service after the effective date, including the removal of existing fuel drain lever cover assemblies (Piper Part Numbers 65196-05, -06, or -07), removal of snap studs if installed, and installation of a new drain cover assembly (Piper Kit 763 883V). Additionally, for all listed models and serial numbers, the AD requires periodic checks of the fuel drain lever cover assembly door every 100 hours of time in service for aircraft with 300 or more hours, ensuring the door operates freely and prevents lever actuation when closed. Noncompliant assemblies must be replaced, and all actions must be documented in maintenance records. An alternate method of compliance may be approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region. Pilot-conducted checks are permitted with appropriate record entries per FAR 91.173, while replacements must be performed by authorized personnel under FAR 43.3. This directive underscores the importance of maintaining the integrity of fuel system components to ensure safe aircraft operation.

Affected Models:

- PA-28-235
 - PA-32-260
 - PA-32-300
 - PA-32R-300
 - PA-32RT-300
 - PA-32RT-300T
 - PA-32S-300
-

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 28-10003 through 28-10660
 - all serial numbers
-

Referenced Logbook Pages:

No AD References Found in Logs.

Logbook References:

- N8097C AD Notes Compliance Record, Page 1
- N8097C AD Notes Compliance Record, Page 2
- N8097C AD Notes Compliance Record, Page 2
- N8097C Airframe Logbook 2, Page 8
- N8097C Airframe Logbook 2, Page 12
- N8097C Airframe Logbook 2, Page 18
- N8097C Airframe Logbook 2, Page 25
- N8097C Airframe Logbook 2, Page 26
- N8097C Airframe Logbook 2, Page 39
- N8097C Airframe Logbook 2, Page 40
- N8097C Airframe Logbook 2, Page 46
- N8097C Airframe Logbook 1, Page 48
- N8097C Airframe Logbook 2, Page 48
- N8097C Airframe Logbook 2, Page 50
- N8097C Airframe Logbook 2, Page 52
- N8097C Airframe Logbook 1, Page 52
- N8097C Airframe Logbook 1, Page 53
- N8097C Airframe Logbook 1, Page 59
- N8097C Airframe Logbook 1, Page 69
- N8097C Airframe Logbook 1, Page 75
- N8097C Airframe Logbook 1, Page 80
- N8097C Airframe Logbook 1, Page 83

Referenced Logbook Pages:

Logbook: N8097C AD Notes Compliance Record

Page: 1

AD NOTES COMPLIANCE RECORD								
Page <u>1</u> of <u>1</u>		Date <u>3/15/94</u>		Tach <u>3062.6</u> T.T. <u>3062.6</u>				
Reg # <u>N8097C</u>		A/C Make/Model/Popular Name <u>PA-32-300</u>		S/N <u>32-7640054</u>				
A/C Cert. Date _____		Eng. Model _____		Prop. Model _____				
S/N _____		S/N _____		S/N _____				
AD#	Rev. Date	Applicable S.B.# & Subject	Date & Hours @ Comp.	Method of Compliance	OneTime	Recurring	Next Comp. @ Hrs/Date	Authorized Signature & Number
94-1-3		BENDIX MAOS	3/15/94 3062.6	N/A by serial number	X		N/A	
93-11-11		FUEL PUMP	3/15/94 3062.6	N/A NOT OVERHAULLED BY AAT	X		N/A	
93-2-5		FUEL INJECTED PUMP	3/15/94 3062.6			X	4/95	
92-12-5		HYD PISTON RING	3/15/94 3062.6			X	N/A	
		BUMPER	3/15/94	AT OVERHAUL OR			OVERHAUL OR	

Referenced Logbook Pages:

Logbook: N8097C AD Notes Compliance Record

Page: 2

NOTE: FAR 91.417, the owner / operator is responsible for the

AD#	Rev. Date	Applicable S.B.# & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs / Date	Authorized Signature & Number
78-23-01		FUEL DRAIN LEAK	5/22/96 2160.3	by ops check		X	2260.3	J. Smith 21138367101
76-07-12		BENDIX IGN SW TEL	5/22/96 2160.3	by ops check		Y	2260.3	J. Smith 21138367101
78-09-07 R3		BENDIX MAG IMPULSIS	9-1-94 2078	c/w @ r/h		X	2578.0	J. Smith 21138367101
93-02-05		FUEL INTS LEAKS	5/22/96 2160.3	c/w by visual TUSD		X	2260.3	J. Smith 21138367101
95-26-02		LOW OCTANIC FUEL	5/22/96 2160.3	N/A by Reg #	X			J. Smith 21138367101
95-26-13		OIL COOLING HOSES	5/22/96 2160.3	REAR MOUNTED / replaced at g/h ONE TIME VISUAL TUSD	X			J. Smith 21138367101
95-07-01		ROD BOLT FAILURE	5/22/96 2160.3	N/A NOT INSTALLED	X			J. Smith 21138367101
76-07-12		Bendix Ignition Switch	6/9/97 2254.97	c/w by operational check		X	2354.97	J. Smith 21138367101
78-09-07 R3		Bendix Magneto Impulse Coupling	9/1/94 2078.0	"A" STAMP c/w at Engine Overhaul		X	2578.0	J. Smith 21138367101
		Fuel Drain	6/9/97	check by operational check		X	2354.97	J. Smith 21138367101

Logbook: N8097C AD Notes Compliance Record

Page: 2

NOTE: FAR 91.417, the owner / operator is responsible for the

AD#	Rev. Date	Applicable S.B.# & Subject	Date & Hours @ Comp.	Method of Compliance	One Time	Recurring	Next Comp. @ Hrs / Date	Authorized Signature & Number
78-23-01		FUEL DRAIN LEAK	5/22/96 2160.3	by ops check		X	2260.3	J. Smith 21138367101
76-07-12		BENDIX IGN SW TEL	5/22/96 2160.3	by ops check		Y	2260.3	J. Smith 21138367101
78-09-07 R3		BENDIX MAG IMPULSIS	9-1-94 2078	c/w @ r/h		X	2578.0	J. Smith 21138367101
93-02-05		FUEL INTS LEAKS	5/22/96 2160.3	c/w by visual TUSD		X	2260.3	J. Smith 21138367101
95-26-02		LOW OCTANIC FUEL	5/22/96 2160.3	N/A by Reg #	X			J. Smith 21138367101
95-26-13		OIL COOLING HOSES	5/22/96 2160.3	REAR MOUNTED / replaced at g/h ONE TIME VISUAL TUSD	X			J. Smith 21138367101
95-07-01		ROD BOLT FAILURE	5/22/96 2160.3	N/A NOT INSTALLED	X			J. Smith 21138367101
76-07-12		Bendix Ignition Switch	6/9/97 2254.97	c/w by operational check		X	2354.97	J. Smith 21138367101
78-09-07 R3		Bendix Magneto Impulse Coupling	9/1/94 2078.0	"A" STAMP c/w at Engine Overhaul		X	2578.0	J. Smith 21138367101
		Fuel Drain	6/9/97	check by operational check		X	2354.97	J. Smith 21138367101

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 2

Page: 8

DATE	Shearer Aviation Services, Inc. 398C South Ramona Road Hangar #1 Deck Airport Lebanon, PA 17042			
19	LOG ID# 536 07-March-2000 W/O 1866 AC TT 2437.5			
	N8097C S/N 32-7640052 PIPER PA32-300 TACH 2437.5			

Airframe

Cleaned and repacked wheel bearings. Cleaned fuel sump and screen. Greased landing gear. Serviced battery. Lubed airframe. Secured coax cables under center floor area. Cleaned, treated and painted right rear spar bracket under center floor area. CW yearly ELT inspection. Battery replacement date is Jan. 2001. Tightened upper rudder cap. Cleaned and painted horizontal stabilator trim tab steel bracket. Replaced nose baggage door seal. Blew out battery vent and drain. Touched up bare wing walk areas. Secured wires right wing tip area. Resealed and serviced right main gear strut. Replaced left inboard aileron hinge assembly. Replaced induction air filter element. Replaced forward cowlings bushings in lower cowl. Replaced right forward cowl latch pin in top cowl and retorqued all four. Replaced throttle control bolt at fuel injector with new and cottered bolt. Repaired lower right cowl support at firewall area. Retorqued the lower attach bolts for right main

Logbook: N8097C Airframe Logbook 2

Page: 12

DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
2004				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
	2487.3			Checked Cables, Pulleys and Bellcranks
				for ops, security and Lubed
	ITAF	2487.3		Replaced Lower Cowl Bushings
				Checked ELT INW 91.207 d (OK) Replaced
				Battery next Batter Due 11-06
				Replaced Tail Light Gasket
				Replaced Rt Main Strut Cap
				C/W AD 76-07-12

Logbook: N8097C Airframe Logbook 2

Page: 18

DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
19				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
<u>N8097C July 1, 2007</u>				
<u>Tach Time: 2491.13 Total Time: 2491.13</u>				
- Cleaned, lubricated and inspected airframe I/A/W PA32R-300 Service Manual.				
- Tested E.L.T I/A/W F.A.R. 91.207(d). Due again next annual.				
- C/W AD76-07-06 Bendix Ignition Switch. Due again at tach: 2591.13				
- C/W AD78-23-01 Fuel Drain. Due again at tach: 2591.13				
- C/W AD95-26-13 POil Cooler Hose inspection. Due again at tach: 2591.13.				
- I certify that this airframe has been inspected I/A/W an annual inspection				

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 2

Page: 25

DATE 19__	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
First Flight, LLC, 3077 Mitchell Drive, Malden MO 63863 573-276-2123				
Airframe				N8097C
Piper PA32-300				S/N 32-764002
TACH: 2605.6				
DATE: 4-11-2008				
Installed new Gill battery G-35, check voltage and completed operational checks				
				William Shelton AP3069224
Blue Sky's				N8097C Piper PA 32-300 SN 32-7640052

Logbook: N8097C Airframe Logbook 2

Page: 26

DATE 19__	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
I certify that this aircraft was inspected in accordance with an annual inspection and found to be in airworthy condition.				
Kevin Burch A&P3145249IA				
Sallisaw Municipal Airport, 1700 S. Kerr Blvd., Sallisaw, OK 74955 PH.918-775-4384				
2008-04-20 Tach 2757.8760				On FAR 91.207D input & operate E LT Battery AC 8/100 On AD 78-23-01 input fuel drain con On AD 76-07-12 R1 input main fuel

Logbook: N8097C Airframe Logbook 2

Page: 39

DATE 19__	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
5 Nov 2012 Tach Time 2981.672				On FAR 91.207D input to operate E LT. On AD 78-23-01 input & operate fuel drain & drain OK. On AD 95-26-13 input oil cooler lines. Clean Battery Box & Ser Battery. Check check lights & fuel flight controls. Check prop Clean Battery & Paint & fuel drain

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 2

Page: 40

DATE 19__	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	DATE 19__
4 Dec 2013		TRK	3102.82R	MTK 1773.1R AD FAR 91.207d Replace Battery test operating AD AD 95-26-13 inspect oil lines hoses AD AD 78-23-01 inspect Sump drain handle check lights, landing gear & flight controls inspect Battery AD AD 13-02-13 inspect Stat Circuit Replace Stat Term Drum & Battery Part # 452-413 2m + 63530-100 Drum Barrell	

Logbook: N8097C Airframe Logbook 2

Page: 46

DATE 19__	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)	DATE 19__
10 Jan 2016		TRK	3224.28	AD AD 95-26-13 inspect oil lines AD AD 78-23-01 inspect Sump handle AD AD 93-14-03 inspect fuel pump Replace Battery in 5 Lt. with new 1300MA AD FAR 91.207d by inspection of 5 Lt. inspect engine air filter & Sump Battery Indian 4000 11/14/16 4000 11/14/16	

Logbook: N8097C Airframe Logbook 1

Page: 48

Registration No. _____		
and Remarks	Signature	Certificate No.
6/1/85 TR 1760.61		
checked & lubed gear, c/w AD 78-23-01		
Sump drain door OK c/w AD 69-22-02 Control wheel		
insp. OK AD 76-07-12 Bender Sq OK		
Date 6-1-85	has been	

Referenced Logbook Pages:

Logbook:N8097CAirframeLogbook 2

Page: 48

DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
19				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
07 Feb 2017			3259.82h	AD FAR 91.207d inspect & LT operate AD AD 95-26-13 inspect oil cooler lines AD AD 78-23-01 inspect Sump handle AD AD 03-14-03 inspect fuel pump AD AD 15-19-07 inspect fuel inj lines & check Sump Battery & Brake check air filter

Logbook:N8097CAirframeLogbook 2

Page: 50

DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
19				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
10 Apr 2018			3282.34h	AD FAR 91.207d operate & inspect LT Battery Due 2-19. AD AD 15-19-07 inspect fuel inj lines AD AD 78-23-01 inspect fuel Sump for proper operation AD AD 95-26-13 inspect oil cooler lines Reset Vent Window, Sump Brakes.

Logbook:N8097CAirframeLogbook 2

Page: 52

DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations
19				Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
5 March 2020			3310.13h	AD FAR 91.207d install new Battery & operate LT. AD AD 15-19-07 inspect fuel inj lines AD AD 78-23-01 inspect fuel Sump & Door AD AD 95-26-13 inspect oil cooler lines AD AD 03-14-03 inspect fuel pump & check air filter OK. Check lights AD AD 15-19-07 inspect Battery & Sump Brakes

Referenced Logbook Pages:

Logbook:N8097CAirframeLogbook 1

Page: 52

Registration No. _____		
and Remarks	Signature	Certificate No.
7/21/87	<i>[Signature]</i>	
7+ 1823		
cleaned lubed & insp gear		
c/w AD76-07-12 Ben's Sw		
	I certify that this	AC has been

Logbook:N8097CAirframeLogbook 1

Page: 53

AIRCRAFT LOG				
Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
		July 1, 1986	TR 1793:1	
		Cleaned & lubed gear - c/w AD76-07-12		
		Ben's Sw OR - c/w 69-22-02		
		control wheel insp c/w 77-12-01 Fuel		
		system c/w AD75-24-02 Seats ok		
		c/w 78-23-01 Fuel Train ok		

Referenced Logbook Pages:

Logbook:N8097CAirframeLogbook 1

Page: 59

AIRCRAFT LOG				
Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
8/2/89	Brought Forward →		1950	checked gear, brakes CAMP 76-07-12 Bender Su ok - CW AD 78-23-01 fuel trans ensp. CW AD 69-22-02 Control

Logbook:N8097CAirframeLogbook 1

Page: 59

AIRCRAFT LOG				
Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
5/12/95	TACH	2085.3	Aircraft inspected T/A/W	
	TTAF	2085.3	FAR PART 43 APP. D. Lubed all controls and pulleys, replaced strut fairing bracket on right main, replaced fuel drain cover assy. with new T/A/W AD 78-23-01 next	

Referenced Logbook Pages:

Logbook:N8097CAirframeLogbook 1

Page: 75

AIRCRAFT LOG				
Date	Aircraft Time		Recorder Reading	Maintenance
	This Date	Total		
	Brought Forward →			
6/9/97	TACH: 2254.97			LUBRICATED ALL CONTROLS AND PULLEYS, INSTALLED
	AFTT: 2254.97			NEW NOSE STRUT REBUILD KIT, SERVICED WITH
				MIL 5606 HYDRAULIC OIL. REPLACED A/C BATTERY WITH NEW GILL
				G-35 BATTERY. SERVICED BRAKE RESERVOIR. INSPECTED BRAKES
				AND WHEEL BEARINGS OK. REPAIRED COCKPIT DOOR CATCH.

Logbook:N8097CAirframeLogbook 1

Page: 80

Registration No. _____		
and Remarks	Signature	Certificate No.
6-29-98 TACH 2341.7 - ANNUAL INSPECTION (SEE ENTR NEXT PAGE)		
C/W PIPER S/B 1006 (PULLED BOTH MAIN TANKS		
REPLACED VENT HOSES, REPLACED FUEL LINES P/N 63901-15		
CORROSION PROOFED AS SPECIFIED IN S/B DUE		
AGAIN IN 7 YEARS (JUNE 2005)		
C/W AD 78-23-01 By OPS CHECK, C/W AD 76-07-12		
AD 78-23-01 By OPS CHECK - BOTH		

Referenced Logbook Pages:

Logbook:N8097CAirframeLogbook 1

Page:

A.D. LIST						
NO.	DESC	COMPLIANCE METHOD	DATE	YES	DOE	
PROPELLER						
64-20-01	Pitch Change Boxes	N/A BY DATE MFG			FUEL	100 hrs
70-16-03	Blade Snow Fan	" "				
77-12-06	HARTZELL PROPELLERS			YES	1220 HRS OR	6/24/78
69-22-2	control wheel	CW by Inspection	2-5-80	yes	1305:0	
98-23-1	FUEL DRAIN	checked OK	5-4-83	yes	1682:0	
77-12-1	FUEL System	checked OK	5-4-83	yes	1682:0	
69-22-2	Control wheel	Inspection OK	5-4-83	yes	1682:0	
76-7-12	Ignition Switch	check OK	5-4-83	yes	1682:0	
EQUIPMENT						
76/16-02	VACUUM PUMPS	NA (DATE OF PUMP MANUF)				
76-07-12	IGNITION SWITCHES	OPERATIONAL CHECK-OK	1/24/77	NO		
76-7-12	" "	" " OK	2-5-80			HWB
80-14-3	N/A	(Radio Switches)	3-6-81	NO		HWB
80-14-2	CW	Throttle Linkage	3-6-81	NO		HWB
80-24-3	Ammeter Terminal CR (new Nylon washer)		3-31-82	NO		HWB
80-14-1	FUEL VENT	N/A BY SP	3-6-81	NO		HWB
78-23-1	FUEL Drain Door	checked OK	3-6-81	yes		HWB
77-12-1	FUEL Valve	check OK	3-6-81	yes		HWB
78-23-1	FUEL Drain Door	checked OK	4-6-82	yes		HWB
77-12-1	FUEL Valve	checked OK	4-6-82	yes		HWB
77-12-6	HARTZELL Prop	(Needs INSP)	10-82	yes		HWB
69-22-2	Control wheel	(Insp. OK)	5-29-84	yes		HWB
77-12-1	FUEL Valve	Inspect (OK)	5-29-84	yes		HWB
78-23-1	Fuel Drain Door	Inspected OK	5-29-84	yes		HWB
76-7-12	Ign Switch	Inspected OK	5-29-84	yes		HWB
77-12-6	Hartzell Propeller	(Overhauled)	5-29-84	yes		HWB
78-23-01	Fuel drain	door INSP OK	6-1-85	yes		HWB

79-26-05

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 79-26-05, effective January 3, 1980, under Amendment 39-3645, addressing potential safety concerns with Aircraft Metal Products Corporation oil and fuel system hoses (P/N 762506) installed on all general aviation airplanes, including certain Piper PA-28 and PA-32 models. This directive aims to prevent risks such as fire, explosion in the engine compartment, or engine failure due to oil loss resulting from defective hoses.

The AD mandates specific actions within 10 hours of time in service from the effective date. These include inspecting hoses for fluid leakage, excessive abrasion, or length, and replacing them if any issues are found; checking for pre-existing hose twists by loosening and retightening coupling fittings, replacing hoses if twists are evident; ensuring proper hose installation with adequate separation from metal parts using specified insulation materials; and allowing special flight permits under FAR 21.197 and 21.199 to facilitate compliance.

Alternative safety measures may be approved by the Chief of the Aircraft Engineering Division, FAA Western Region. This directive underscores the critical need for immediate inspection and corrective action to mitigate significant safety hazards associated with the identified hoses. Compliance is essential to maintain airworthiness and prevent catastrophic failures in affected aircraft.

Affected Models:

- PA-28
- PA-32

Affected Serial Numbers: 8097C Serial#: 32-7640052

All

Logbook References:

None

80-14-01

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 80-14-01, effective July 10, 1980, under Amendment 39-3818, addressing specific Piper aircraft models: PA-32-260, PA-32-300, PA-32R-300, PA-32RT-300, and PA-32RT-300T. This directive applies to designated serial numbers of these models certificated in all categories and targets a critical safety concern related to potential fuel leakage and associated fire hazards.

Compliance is mandatory within 50 hours of time in service following the effective date, unless the required actions have already been completed. The AD mandates a series of corrective actions to mitigate the risk of fuel leakage. These include defueling the aircraft, removing both fuel tanks, and modifying the fuel tank vent systems using specified Piper kits (Part Numbers 763-934V and 764-011V, depending on the model and serial number). Following modification, the tanks must be reinstalled, the aircraft refueled, and checks conducted for leaks and fuel quantity gauge functionality, with appropriate maintenance records updated.

An equivalent compliance method may be approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region. This directive underscores the importance of addressing fuel system integrity to prevent potential fire hazards. Piper Service Bulletin 646A is referenced for additional guidance on this issue. Operators of the affected aircraft must prioritize compliance to ensure safety

Affected Models:

- PA-32-260
- PA-32-300
- PA-32R-300
- PA-32RT-300
- PA-32RT-300T

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 32-7800001 through 32-7800008
- 32-7740109 through 32-7940290
- 32R-7780215 through 32R-7880068
- 32R-7885001 through 32R-7985105
- 32R-7787001 (Exception)
- 32R-7887002 through 32R-7987126

Logbook References:

None

80-14-02

Summary: The Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 80-14-02, effective July 10, 1980, under Amendment 39-3819, addressing potential safety issues in specific Piper aircraft models. This directive applies to Piper Models PA-28-181 (serial numbers 28-7790032 through 28-8090227), PA-32-300 (serial numbers 32-7640001 through 32-7740032), and PA-32R-300 (serial numbers 32R-7680001 through 32R-7780148) airplanes certificated in all categories.

The purpose of the AD is to prevent separation of the throttle control cable rod end from the throttle arm and potential rod end binding that could lead to throttle cable failure, which poses significant safety risks. Compliance with this AD is required within 50 hours of time in service after the effective date, unless already accomplished. For Models PA-32-300 and PA-32R-300, operators must replace the throttle linkage connecting hardware as per Piper Service Bulletin No. 537, dated January 12, 1977. For Model PA-28-181, a modification of the throttle linkage is required using the instructions in the Throttle Linkage Modification Kit (Piper Part Number 764-009V), with additional reference to Piper Service Bulletin No. 679.

Operators must document compliance in maintenance records, and alternative methods of compliance may be approved by the Chief, Engineering and Manufacturing Branch, FAA Southern Region. This directive underscores the importance of timely action to mitigate risks associated with throttle control failures in the specified Piper aircraft models. Adherence to the outlined procedures is

Affected Models:

- PA-28-181
- PA-32-300
- PA-32R-300

Affected Serial Numbers: 8097C Serial#: 32-7640052

- 28-7790032 through 28-8090227
- 32-7640001 through 32-7740032
- 32R-7680001 through 32R-7780148

Logbook References:

None

80-14-03

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 80-14-03, effective July 1, 1980, under Amendment 39-3810, addressing a potential issue with radio communication in specific Piper aircraft models. This directive applies to a range of Piper airplanes, including PA-28, PA-32, PA-34, and PA-44 series, equipped with Bendix, King, or Narco transmitters and factory-installed control wheel push-to-talk switches. The affected serial numbers for each model are detailed in the AD, and compliance is mandatory to prevent disruptions in radio communication.

The AD outlines two compliance timelines: within 10 hours of time in service after the effective date, operators must locate and secure the audio adapter connector and muting relay plug in the radio harness, perform an operational check of all radios, and document the maintenance. Additionally, within 100 hours of time in service, specific models require further actions, including accessing the speaker grille or overhead dome panel, replacing a capacitor with a diode (except for Bendix systems), reconnecting the muting relay plug, conducting a radio check, and recording the maintenance. Piper Service Bulletin No. 681 addresses the same issue. Operators may seek approval for equivalent compliance methods through the Chief, Engineering and Manufacturing Branch, FAA Southern Region. This directive underscores the importance of maintaining reliable radio communication systems to ensure operational safety in the affected Piper aircraft models.

Affected Models: 19 models.
Affected Serial Numbers: 8097C
Serial#: 32-7640052

- 28-7816001 through 28-8016289
- 28-7890001 through 28-8090266
- 28-7921001 through 28-7921091
- 28-7911001 through 28-8011096
- 28R-7837001 through 28R-7837317
- 28R-7918001 through 28R-8018049
- 28R-7803001 through 28R-7803373
- 28R-7931001 through 28R-8031074
- 32-7800001 through 32-7800008
- 32-7840001 through 32-7940290
- 32-8006001 through 32-8006015
- 32-8024001 through 32-8024007
- 32-7880001 through 32-7880068
- 32R-7885001 through 32R-7985105
- 32R-7787001 through 32R-7987126
- 32R-8013001 through 32R-8013071
- 32R-8029001 through 32R-8029068
- 34-7870001 through 34-8070150 119
- 44-7995001 through 44-8095020

Logbook References:

None

86-17-01

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 86-17-01, effective August 21, 1986, under Amendment 39-5393, targeting specific Piper aircraft models including PA-28, PA-32, and PA-34 series with designated serial numbers. This directive addresses a critical safety concern related to the potential for smoke in the cockpit and complete electrical failure due to shorting of ammeter terminal posts. It applies to all listed models certificated in any category, excluding those equipped with 90-ampere alternators.

To mitigate the identified risk, the AD mandates the replacement of the ammeter(s) with Ammeter Replacement Kit(s), Piper Part No. 765-186, within 50 hours of time-in-service after the effective date, following instructions in Piper Service Bulletin No. 811A dated May 12, 1986. Aircraft may be flown to a location for compliance per FAR 21.197, and any equivalent method of compliance must be approved by the Manager of the Atlanta Aircraft Certification Office. This AD supersedes the previous AD 80-24-03, Amendment 39-3978. Documentation and further information can be obtained from Piper Aircraft Corp. in Vero Beach, Florida, or the FAA Rules Docket in Kansas City, Missouri. This summary highlights the urgency and specific requirements of AD 86-17-01 to ensure the safety and airworthiness of the affected Piper aircraft models.

Affected Models: 19 models. Affected Serial Numbers: 8097C Serial#: 32-7640052

- 28-3378 through 28-7505259
- 28-E13 (Exception)
- 28-7690001 through 28-8190279
- 28-8290017 (Exception)
- 28-8290018 (Exception)
- 28-8290028 (Exception)
- 28-8290033 (Exception)
- 28-8290034 (Exception)
- 28-8290036 (Exception)
- 28-10720 through 28-7710089
- 28-E11 (Exception)
- 28-7911001 through 28-8511020
- 28-7921001 through 28-7921091
- 28R-30004 through 28R-30481
- 28R-30483 through 28R-7130013
- 28R-30482 (Exception)
- 28R-35001 through 28R-7635545
- 28R-7737001 through 28R-7837317
- 28R-7703001 through 28R-7803373
- 28R-7918001 through 28R-8218026
- 28R-7931001 through 28R-8631006
- 32-1 through 32-7800008
- 32-40000 through 32-7940290
- 32R-7680001 through 32R-7880068

- 32R-7885001 through 32R-7985105
- 32R-7787001 through 32R-7987126
- 32-8006001 through 32-8106087
- 32-8024001 through 32-8124030
- 32R-8013001 through 32R-8113094
- 32R-8029001 through 32R-8129090
- 34-7570001 through 34-8170092

Logbook References:

- N8097C Airframe Logbook 1, Page 48
- N8097C Airframe Logbook 1, Page 48

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 1

Page: 48

Registration No. _____		
and Remarks	Signature	Certificate No.
6/1/85 TR 1760:61		
checked & lubed gear, c/w AD 78-23-01		
fuel drain door ok c/w AD 69-22-02 Control wheel		
insp. ok ✓ AD 78-07-12 Bender Sy ok		
Date <u>6-1-85</u>		
certify that this <u>ALC</u> has been		
inspected in accordance with <u>ANANCA</u>		
inspection and was determined to be		

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 1

Page: 48

Registration No. _____		
and Remarks	Signature	Certificate No.
6/1/85 TR 1760.61		
checked & lubed gear, c/w AD 78-23-01		
insp. drain door ok. c/w AD 69-22-02 Control wheel		
insp. ok ✓ AD 78-07-12 Bender Sy ok		
Date <u>6-1-85</u>		
certify that this <u>ALS</u> has been		
inspected in accordance with <u>ANANCA</u>		
inspection and was determined to be		

87-08-08 R3

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 86-17-01, effective August 21, 1986, under Amendment 39-5393, targeting specific Piper aircraft models including PA-28, PA-32, and PA-34 series with designated serial numbers. This directive addresses a critical safety concern related to the potential for smoke in the cockpit and complete electrical failure due to shorting of ammeter terminal posts. It applies to all listed models certificated in any category, excluding those equipped with 90-ampere alternators.

To mitigate the identified risk, the AD mandates the replacement of the ammeter(s) with Ammeter Replacement Kit(s), Piper Part No. 765-186, within 50 hours of time-in-service after the effective date, following instructions in Piper Service Bulletin No. 811A dated May 12, 1986. Aircraft may be flown to a location for compliance per FAR 21.197, and any equivalent method of compliance must be approved by the Manager of the Atlanta Aircraft Certification Office. This AD supersedes the previous AD 80-24-03, Amendment 39-3978. Documentation and further information can be obtained from Piper Aircraft Corp. in Vero Beach, Florida, or the FAA Rules Docket in Kansas City, Missouri. This summary highlights the urgency and specific requirements of AD 86-17-01 to ensure the safety and airworthiness of the affected Piper aircraft models.

Affected Models:

- PA-28
 - PA-28-181
 - PA-32
 - PA-32-300
-

Affected Serial Numbers: 8097C Serial#: 32-7640052

- NoSerial Number Ranges Found in AD Text
-

Logbook References:

- None
-

95-07-01

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 95-07-01, effective April 12, 1995, targeting Textron Lycoming reciprocating engines including the O-360, LO-360, HO-360, HIO-360, TIO-360, LIO-360, AEIO-360, O-540, IO-540, TIO-540, LTIO-540, IVO-540, AEIO-540, TIO-541, and IO-720 series. This directive, initially communicated via priority letters on March 17, 1995, mandates the immediate removal and replacement of suspect unapproved connecting rod bolts before further flight.

The action is driven by multiple reports of connecting rod bolt failures, which pose a severe risk of engine failure, potentially leading to aircraft damage or loss. The suspect bolts, shipped by Superior Air Parts, Inc. between February 15, 1994, and December 20, 1994, lack identifiable markings and fail to meet material and design specifications as confirmed by independent laboratory analyses and reports from Textron Lycoming and Superior Air Parts, Inc. These bolts are difficult to trace, necessitating a visual inspection of all engines assembled or overhauled since February 15, 1994. Approved bolts can be identified by specific markings such as SPS, S, C, FC, SL75060, or AL75060 on the head, indicating manufacture by Textron Lycoming, Superior Air Parts, Inc., or Aircraft Technologies, Inc., respectively.

This AD addresses an urgent safety concern, and compliance is required prior to further flight for affected engines. The FAA invites comments on this final rule until May 30, 1995, to assess its regulatory, economic, and environmental impacts, though immediate action was deemed necessary without prior public comment due to the critical nature of the issue. This directive underscores the importance of ensuring only approved, properly marked components are used in critical engine assemblies to prevent catastrophic failures.

Affected Models: 66 models. Affected Serial Numbers: 8097C Serial#: 32-7640052

- NoSerial Number Ranges Found in AD Text

Logbook References:

- None
-

97-01-04

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 97-01-04, effective April 22, 1997, addressing a critical safety concern in certain Textron Lycoming TIO-540, LTIO-540, and IO-540 series reciprocating engines equipped with specific Superior Air Parts, Inc. Parts Manufacturer Approval (PMA) replacement cylinder assemblies (part numbers SL54000-A1, -A2, -A2P, -A20P, A21P, serial numbers 001-650).

This directive, prompted by a reported in-flight engine failure due to cylinder head separation, aims to prevent potential loss of power, engine failure, and fire. The issue stems from inadequate cylinder wall thickness in the affected PMA parts, as identified in a case involving a New Piper PA31-350 aircraft and supported by reports of 12 fractured cylinders in the field. The AD mandates specific actions based on the Time in Service (TIS) of the affected cylinder assemblies. For engines with 300 or more hours TIS, immediate removal and replacement with serviceable parts are required within 5 hours TIS after the effective date. For engines with 245 to less than 300 hours TIS, an initial dye penetrant inspection for cracks must be conducted within 5 hours TIS, followed by repetitive inspections every 25 hours TIS until reaching 300 hours TIS, at which point replacement is mandatory. Engines with less than 245 hours TIS must begin inspections at 250 hours TIS, with similar repetitive checks and eventual replacement at 300 hours TIS, unless operators opt for earlier replacement with serviceable parts. This directive, initially communicated via priority letter on December 27, 1996, to known U.S. owners and operators, was published as a final rule in the Federal Register on April 7, 1997. Compliance is critical to mitigate the risk of cylinder head separation and associated hazards. The FAA invites comments on the rule until June 6, 1997, to assess its effectiveness and potential need for further regulatory action, while emphasizing the emergency nature of this regulation to address an unsafe condition in affected aircraft.

Affected Models: 17 models. Affected Serial Numbers: 8097C Serial#: 32-7640052

- NoSerial Number Ranges Found in AD Text

Logbook References:

- N8097C ADComplianceReport2007 0607, Page 22

Logbook: N8097C AD Compliance Report 2007 06 07

Page: 21

N8097C

07/06/2007

AD #	Subject	Date and Hours at Compliance	Recurring Yes/No	Next Due Date/Hours
93-11-11	93-11-11 - AC, Textron, Rajay fuel pumps		No	
Description:	Engine - Textron Lycoming - IO-540	Category:	Engine, Appliance	
Component:	Engine - Textron Lycoming - IO-540	Mechanic name:		
Effective Date:	06/21/1993	Certificate #:		
Supersedes:	93-05-21	Authorized Sign.:		
Superseded By:	N/A			
Compliance:	N/A by pump part number			
Notes:				
97-01-04	97-01-04 - Cylinder assemblies	N/A	Yes	N/A
Description:	Engine - Textron Lycoming - IO-540	Category:	Engine, Appliance	
Component:	Engine - Textron Lycoming - IO-540	Mechanic name:		
Effective Date:	04/22/1997	Certificate #:		
Supersedes:	N/A	Authorized Sign.:		
Superseded By:	N/A			
Compliance:	N/A by engine model number			
Notes:				
64-20-01	64-20-01 - Plastic pitch change blocks	N/A	Yes	N/A
Description:	Propeller - Hartzell - HC-C2	Category:	Propeller	
Component:	Propeller - Hartzell - HC-C2	Mechanic name:		
Effective Date:	08/28/1964	Certificate #:		
Supersedes:	N/A	Authorized Sign.:		
Superseded By:	N/A			
Compliance:	N/A by propeller serial number			
Notes:				
77-12-06	77-12-06 - Prop blade	10-4-2004/2487.3	Yes	10-4-2009/4487.3
Description:	Propeller - Hartzell - HC-C2	Category:	Propeller	
Component:	Propeller - Hartzell - HC-C2	Mechanic name:		
Effective Date:	11/10/1977	Certificate #:		
Supersedes:	70-16-03	Authorized Sign.:		
Superseded By:	N/A			
Compliance:	P/C/W Due every 2000 hours or 60 months, whichever occurs first.			
Notes:				

98-14-03

Summary: The Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 98-14-03, effective August 16, 1998, addressing a safety concern with AlliedSignal Inc. KT 76A Air Traffic Control (ATC) transponders installed on various aircraft, including models from Cessna, Twin Commander, Piper, Raytheon, Mooney, and McDonnell Douglas Helicopter Company. This AD mandates a modification involving the replacement of two resistor network modules (RM401 and RM402) with glass-coated parts, as outlined in AlliedSignal Service Bulletin SB KT 76A-7, dated July 1996.

The directive applies to transponders with specific part and serial numbers and must be completed within 12 calendar months of the effective date, unless already accomplished. The need for this AD stems from reports of the affected transponders transmitting misleading encoding altimeter information to ground-based ATC radar sites and nearby Traffic Alert and Collision Avoidance System (TCAS)-equipped aircraft. This issue, attributed to a “silver migration” problem in the transponder components, poses a risk of incorrect altitude reporting, potentially compromising aviation safety. The modification aims to prevent such discrepancies and ensure accurate communication between aircraft and ATC systems.

The FAA estimates that approximately 20,000 transponder units may be affected, with the modification requiring about 2.5 work hours per unit. AlliedSignal will provide parts at no cost and offer warranty credit for the labor, resulting in no direct cost impact to U.S. operators. Despite comments requesting extended compliance times or conditional applicability based on operational conditions, the FAA determined that the 12-month compliance period and mandatory modification are necessary to address the unpredictable nature of the failure and maintain safety across all affected aircraft operations.

Affected Models: 54 models.
Affected Serial Numbers: 8097C
Serial#: 32-7640052

- NoSerial Number Ranges Found in AD Text

Logbook References:

- N8097C Airframe Logbook 2, Page 3

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 2

Page: 3

DATE 19 ⁹⁸	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
7-8-98	2349.57			C/W AD 96-10-03 - FLAP HANDLE - INSTALLED BUSHING P/N 63900-174 AND BOLT AN 23-11 USING INSTRUCTIONS IN PAPER S/B 965 Rytan AP 189 263874
9-6-98 10-14-98	2401.72			REPLACED "O" RINGS AN 6227B-27 (MS28775-222) 2 EA IN RIGHT DOOR.

98-21-21 R1

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 98-21-21 R1, effective May 1, 2000, revising the previous AD 98-21-21 concerning Bob Fields Aerocessories inflatable door seals installed on various aircraft models. The original AD mandated the deactivation of electric door seal inflation systems due to the risk of overheating, which could cause smoke or fire in the cockpit and potentially result in passenger injury.

This revision addresses the issue by incorporating a manufacturer-developed and FAA-approved modification that allows these systems to remain in service, while exempting aircraft with manual door seal inflation systems from deactivation requirements. The AD applies to numerous aircraft models from manufacturers such as Cessna, Raytheon (Beech), Mooney, Piper, Bellanca, and Wing Aircraft Company, where the affected electric inflatable door seals are installed via Supplemental Type Certificate (STC) or field approval.

Compliance options include modifying the electric system as per Bob Fields Aerocessories Service Bulletin No. BFA-001 dated November 3, 1998, or installing a manual system. Aircraft owners/operators may also remove the Bob Fields Aerocessories seals and replace them with original equipment manufacturer seals or FAA-approved equivalents of a different design. The FAA estimates the modification cost at approximately \$180 per aircraft, based on 3 work hours at \$60 per hour, though the exact number of affected aircraft is unknown.

This directive aims to ensure aviation safety by mitigating the identified fire hazard while providing feasible compliance alternatives. Further information and service bulletins are available from Bob Fields Aerocessories or the FAA's Los Angeles Aircraft Certification Office.

Affected Models: 270 models.
Affected Serial Numbers: 8097C
Serial#: 32-7640052

- NoSerial Number Ranges Found in AD Text

Logbook References:

- None

98-25-02

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 98-25-02, effective December 22, 1998, addressing a safety concern with BF Goodrich Avionics Systems, Inc. SKYWATCH SKY497 installations equipped with a top-mounted antenna on various aircraft models. This directive stems from multiple reports of internal component failures causing the antenna configuration to switch from TOP to BOTTOM mount, resulting in the display of target indicators on the incorrect side of the aircraft. Such a malfunction could lead to pilots making erroneous initial maneuvers while attempting to visually locate nearby aircraft, posing a significant safety risk.

The AD mandates two critical actions to mitigate this issue: incorporating specific information into the Airplane Flight Manual (AFM) to ensure verification of the correct antenna configuration during each power-up of an affected aircraft, and the immediate removal from service of any SKY497 installation found to have an incorrect antenna configuration. These requirements must be complied with within 25 hours of time-in-service following the effective date of the AD, as outlined in the regulatory text and supported by BF Goodrich Alert Service Bulletin 78A dated October 21, 1998.

This directive applies to a wide range of aircraft models from manufacturers such as Raytheon, Cessna, Piper, and others, regardless of modifications or repairs. The FAA has determined this to be an emergency regulation due to the immediate flight safety implications, and while it was issued without prior public comment, feedback is invited until January 29, 1999, for potential amendments. Further details and service information can be obtained from BF Goodrich or the FAA's Central Region Office in Kansas City, Missouri.

Affected Models: 30 models.
Affected Serial Numbers: 8097C
Serial#: 32-7640052

- all serial numbers

Logbook References:

- None
-

99-04-04

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 99-04-04, effective February 25, 1999, applicable to Textron Lycoming IO-540 and O-540 reciprocating engines equipped with Slick Aircraft Products magnetos (models 6251, 6252, 6255, 6351, and 6355). This directive addresses a critical safety concern involving the failure of the magneto impulse coupling pawl, which has led to engine seizures, incidents, and an accident.

The AD mandates the removal of the magneto from the engine and inspection of the impulse coupling pawl for wear to prevent potential engine failure, prompted by multiple service difficulty reports and documented cases of severely worn or failed impulse couplings. The compliance requirements specify an initial inspection within 10 hours of time in service (TIS) from the effective date for magnetos with over 250 hours TIS since new or overhauled, or with unknown service history. For magnetos with less than 250 hours TIS, the inspection must occur before reaching 250 hours TIS or within 10 hours TIS from the effective date, whichever is later.

Repetitive inspections are required every 250 hours TIS thereafter, and the impulse coupling must be replaced before reaching 2,000 hours TIS since new, following procedures outlined in Textron Lycoming Mandatory Service Bulletin No. 537, dated November 20, 1998. This AD was issued as an emergency regulation due to the immediate safety risk, without prior public comment, though comments are invited for consideration until April 12, 1999. The FAA is continuing to investigate potential causes such as excessive vibration, improper crankcase overhaul, and inadequate maintenance, with no final terminating action defined until the investigation concludes. This directive underscores the urgency of addressing the identified unsafe condition to ensure aviation safety.

Affected Models: 20 models.
Affected Serial Numbers: 8097C
Serial#: 32-7640052

- All
-

Logbook References:

- None

99-05-09

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 99-05-09, effective March 19, 1999, under Amendment 39-11057 and Docket No. 98-CE-110-AD, applicable to specific models of The New Piper Aircraft, Inc. PA-23, PA-24, PA-28, PA-32, and PA-34 series airplanes. This AD mandates the replacement of certain Facet induction air filters (manufactured by Purolator Products Company, part number 638873, Model No. CA161PL, Piper P/N 460-632) produced between January 1997 and September 1998.

These filters, identifiable by a 0.25-inch high white ink stamp "FACET-638873," have been found susceptible to cracking, splitting, crumbling, and deterioration due to incorrect curing times during manufacturing, posing a risk of engine ingestion of filter fragments. The purpose of this AD is to prevent potential reduction or loss of engine power caused by damaged filter pieces being ingested into the engine. Compliance requires replacement of the affected filters within 25 hours time-in-service after the effective date, following procedures outlined in the applicable maintenance manual and supported by Piper Service Bulletin No. 1022 and Purolator Service Bulletin No. SB090298.01.

Installation of these defective filters is prohibited post-effective date, and aircraft owners or pilots may check maintenance records to confirm applicability of this AD. This directive was issued as an emergency regulation due to the immediate safety concern, bypassing prior public comment, though comments are invited for consideration until April 28, 1999. For further details or alternative compliance methods, contact Ms. Juanita Craft at the FAA Atlanta Aircraft Certification Office. Service information is available from The New Piper Aircraft, Inc., and can be reviewed at the FAA Central Region Office in Kansas City, Missouri

Affected Models: 22 models. Affected Serial Numbers: 8097C Serial#: 32-7640052

- 27-505 through 27-622
- 27-01 through 27-2504
- 24-103 through 24-3687
- 24-3642 (Exception)
- 24-4000 through 24-5028
- 28-20000 through 28-7725290
- 28-1 through 28-7505259
- 28-E13 (Exception)
- 28-7690001 through 28-8690062
- 2890001 through 2890205
- 2890206 through 2890231
- 2843001 through 2843167
- 28-10001 through 28-7710089
- 28-E11 (Exception)
- 28-7921001 through 28-7921095
- 28R-7703001 through 28R-7803374 138

- 2803001 through 2803012
- 28R-7931001 through 28R-8631005
- 2831001 through 2831038
- 32-1 through 32-7800008
- 32-7640001 through 32-7940290
- 32-8006001 through 32-8606023
- 3206001 through 3206088
- 32R-7680001 through 32R-7880068
- 32R-7885001 through 32R-7985105
- 32R-8013001 through 32R-8613006
- 3213001 through 3213041
- 3213029 (Exception)
- 3213042 through 3213103
- 3246001 through 3246117
- 34-7570001 through 34-8170092
- 34-8133001 through 34-8633031
- 3433001 through 3433225
- 3448001 through 3448035
- 3448038 through 3448079
- 3447001 through 3447029
- 3449002 through 3449078

Logbook References:

- None
-

2001-23-08

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 2001-23-08, effective December 24, 2001, superseding priority letter AD 90-02-23, applicable to specific Hartzell Propeller Inc. ()HC-()2Y()-() propeller models, also known as Y-shank propellers. This AD addresses concerns

2005-01-19

Summary: The Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 2005-01-19, effective February 23, 2005, superseding AD 2004-10-15, to address a safety issue with GARMIN International Inc. GTX 33, GTX 33D, GTX 330, and GTX 330D Mode S transponders installed on various aircraft models. The directive was prompted by observations that these transponders may fail to reply to interrogating pulses below the minimum trigger level (MTL) due to suppression detection, potentially causing inaccurate replies and reduced vertical separation.

This issue affects TAS, TCAD, and TCAS I systems with a “whisper-shout” problem, making aircraft less visible at certain ranges, though TCAS II systems are unaffected. This AD mandates the installation of a software upgrade to at least Version 3.06 for transponders running software versions 3.00, 3.01, 3.02, 3.04, or 3.05, with compliance required within 180 days of the effective date. Aircraft with Version 3.03 already installed require no further action, though this version is no longer available from Garmin. The upgrade corrects the suppression issue, ensuring proper transponder responses and maintaining aviation safety standards.

The directive impacts approximately 5,400 aircraft in the U.S. registry across multiple manufacturers and models. Garmin provides warranty coverage only for the installation of Software Upgrade 3.06 as per Service Bulletin No. 0409, dated July 19, 2004. For further details or alternative compliance methods, oper-

Affected Models: 806 models.
Affected Serial Numbers: 8097C
Serial#: 32-7640052

- NoSerial Number Ranges Found in AD Text

Logbook References:

- None

2005-25-08

Summary: The Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 2005-25-08, effective January 23, 2006, addressing a critical safety issue with certain Shadin ADC-2000 air data computers (ADCs) installed on various aircraft models. This AD targets ADC units with part numbers 962830A-1-S-8, 962830A-2-S-8, and 962830A-3-S-8, configurations B, C, and D, due to reports of incorrect altitude information being displayed on the Electronic Flight Information System (EFIS). Such discrepancies, ranging from 100 to 8,000 feet, could lead flight crews to make decisions based on erroneous data, potentially resulting in unsafe operating conditions.

The AD mandates the replacement of affected ADC-2000 units with modified versions within 15 months of the effective date, as detailed in Shadin Service Bulletin SB28-05-002, Rev C, dated June 29, 2005. As an interim measure, operators must conduct preflight altimetry accuracy checks before each flight until the upgrade is completed, with specific restrictions on flying in Instrument Meteorological Conditions (IMC) or under Instrument Flight Rules (IFR) if discrepancies exceed 75 feet. Additionally, the installation of non-upgraded units is prohibited as of the effective date.

This directive impacts approximately 457 aircraft in the U.S. registry, with an estimated compliance cost of \$130 per aircraft for labor, totaling \$59,410 across affected operators. Shadin will reimburse labor and shipping costs for the upgrade as specified in the service bulletin. The FAA has determined that this action is necessary to mitigate the risk of misleading altitude data and ensure aviation safety, with provisions for requesting alternative methods of compliance if needed.

Affected Models: 23 models.
Affected Serial Numbers: 8097C
Serial#: 32-7640052

- all serial numbers

Logbook References:

- None

2006-03-08

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 2006-03-08, effective March 10, 2006, addressing a critical safety concern with Aero Advantage ADV200 series vacuum pumps (part numbers ADV211CC and ADV212CW). These pumps, installed under Supplemental Type Certificate SA10126SC or other methods on various aircraft models, have been linked to multiple reports of pump chamber failures, including 14 single-shaft and 11 dual-shaft failures among a population of 285 units, with nine failures occurring within 100 hours of service.

The AD mandates the removal of these affected vacuum pumps within 100 hours time-in-service or 12 calendar months from the effective date, whichever occurs first, and prohibits their future installation to prevent potential malfunctions during instrument flight rules (IFR) conditions. The primary risk associated with these vacuum pump failures is the loss of critical flight instruments during IFR flight, which could lead to pilot disorientation and loss of aircraft control.

To mitigate this hazard, the AD requires the immediate installation of an FAA-approved vacuum pump other than the specified Aero Advantage models following the removal of the affected units. Additionally, while the vacuum pump monitoring system is considered optional equipment and not directly related to the unsafe condition, operators may choose to retain and adapt it for use with the replacement pump, following guidelines in Phoenix Group Service Bulletin No. 05-01, dated November 22, 2005.

This directive applies to a wide range of aircraft models from manufacturers such as Cessna, Piper, Mooney, and others, affecting an estimated 285 airplanes in the U.S. registry. The estimated cost for compliance, including labor and parts, is approximately \$595 per aircraft. The FAA has determined that this action is necessary to ensure aviation safety, and alternative methods of compliance may be requested through the Special Certification Office. Further details and docket information are available at the specified U.S. Department of Transportation facilities or online at <http://dms.dot.gov> under Docket No. FAA-2005-20440.

Affected Models: 301 models.
Affected Serial Numbers: 8097C
Serial#: 32-7640052

All

Logbook References:

- None

2007-26-09

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 2007-26-09, effective January 30, 2008, superseding AD 2002-09-08, to address safety concerns with Hartzell Propeller Inc. compact series propellers featuring "Y" shank aluminum blades. This directive applies to models ()HC-()Y-() used on various aircraft, including those manufactured by Beech, Cessna, and Piper, among others.

The AD was prompted by operator requests for clarification of the previous directive and aims to prevent propeller blade failure due to fatigue cracks in the blade shank radius, which could lead to aircraft damage and loss of control. The AD mandates initial blade inspections, rework or replacement of blades as necessary, cold rolling of the blade shank to prevent cracks, and modifications to pitch change mechanisms for specific propeller models. It also requires updates to airplane operating limitations, including instrument panel modifications to indicate restricted engine speed ranges for certain aircraft categories.

Compliance must be achieved before further flight for propellers not previously inspected or reworked per prior ADs, with detailed procedures outlined in referenced Hartzell Service Bulletins. The estimated cost of compliance for the affected 35,750 propellers on U.S.-registered aircraft is approximately \$700 per propeller, totaling around \$25.025 million. However, the FAA anticipates no additional costs since most propellers should already have been inspected under the previous AD.

For further information or alternative compliance methods, contact Tim Smyth at the Chicago Aircraft Certification Office. This AD underscores the FAA's commitment to aviation safety by addressing a critical unsafe condition in these propeller systems.

AffectedModels: 40models.
AffectedSerialNumbers: 8097C
Serial#: 32-7640052

- NoSerial Number Ranges Found in AD Text

Logbook References:

- None

2010-15-10

Summary: The Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 2010-15-10, effective August 31, 2010, addressing a critical safety concern in certain Piper Aircraft, Inc. PA-28, PA-32, PA-34, and PA-44 series airplanes. This AD mandates the inspection of the control wheel shafts on both the pilot and copilot sides for incorrect assembly, with replacement required if discrepancies are found.

The directive was prompted by two field reports of improperly assembled control wheel shafts, which, if not corrected, could result in shaft separation and subsequent loss of pitch and roll control, posing a significant risk to flight safety. The AD applies to a wide range of serial numbers across the specified Piper models, affecting approximately 41,928 airplanes in the U.S. registry.

Compliance is required within 100 hours time-in-service or 12 months after the effective date, whichever occurs first. The inspection and any necessary replacements must follow procedures outlined in Piper Aircraft, Inc. Mandatory Service Bulletins No. 1197A or No. 1197B. Estimated costs for inspection range from \$42.50 to \$255 per airplane, with potential replacement costs up to \$1,510 per aircraft depending on the configuration. This directive underscores the FAA's determination that an unsafe condition exists, necessitating immediate action despite public comments regarding inspection difficulties and cost concerns.

The FAA reviewed feedback on disassembly challenges, compliance costs, and alternative inspection methods but maintained the necessity of the AD to ensure air safety. Owners and operators are responsible for maintaining aircraft to type design and addressing airworthiness issues as outlined, with provisions for Alternative Methods of Compliance.

Affected Models: 35 models.
Affected Serial Numbers: 80970
Serial#: 32-7640052

28-20001 through 28-26946, 28-7125001 through
28-7725290
28-03, 28-1 through 28-4377, 28-1760A
28-03, 28-671 through 28-5859, 28-7105001 through
28-7205318
28-1 through 28-1760, 28-1760A
28-671 through 28-5859, 28-7105001 through
28-7105234
28-10001 through 28-11378, 28-7110001 through
28-7210023, 28E-11, 28-7310001 through 28-7710089
28-7911001 through 28-8611008, 2811001 through
2811050
28-7415001 through 28-7715314
2841001 through 2841365, 28-7716001 through
28-8216300, 28-8316001 through 28-8616057,

2816001 through 2816109, 2816110 through 2816119, 2842001 through 2842305
28-E13, 28-7305001 through 28-7505260
28-7690001 through 28-8690056, 28-8690061, 28-8690062, 2890001
through 2890205,
2890206 through 2890231, 2843001 through 2843672
28-7921001 through 28-7921095
28R-30002 through 28R-31270, 28R-7130001 through 28R-7130013
28R-35001 through 28R-35820, 28R-7135001 through 28R-7135229, 28R-7235001
through 28R-7635545
28R-7737002 through 28R-7837317, 2837001 through 2837061, 2844001 through
2844138
28R-7903001 through 28R-7803374, 2803001 through 2803012
28R-7918001 through 28R-7918267, 28R-8018001 through 28R-8218026
28R-7931001 through 28R-8631005, 2831001 through 2831038
32-03, 32-04, 32-1 through 32-1297, 32-7100001 through 32-7800008
32S-15, 32S-21, 32-40000 through 32-40974, 32-7140001 through 32-7940290
32S-7264001 through 32S-7404074, 32S-7140001 through 32S-7240137
32R-768001 through 32R-7880068
32R-7785002 through 32R-7985106
32R-787001, 32R-7887002 through 32R-7987126
32R-8013001 through 32R-8613006, 3213001 through 3213028, 3213030 through
3213041
3213029, 3213042 through 3213103, 3246001 through 3246217, 3246219, 3246223,
3246218, 3246220 through 3246222, 3246224 through 3246244
32R-8002901 through 32R-8602908, 3229001 through 3229003
3206004, 3206047, 3206050 through 3206055, 3206060 through 3206019,
3206042 through 32-8024001 through 32-8424002
32S7001 through 32S7483
32S2001 through 32S2074
32S-34, 32S25001 through 32S25026, 32S55015 through 32S5025, 32S5027, 32S5051
34-754-7700001 through 34-8170092
34-8133001 through 34-8633031, 3433001 through 3433172, 3448001 through
3448037, 3448038 through 3448079, 3447001 through 3447029, 3449001 through
3449037
44-7095001 through 44-8195026, 4495001 through 4495013, 4496001 through
4496231
44-8107001 through 44-8207020

Logbook References:

- None

2013-02-13

The Federal Aviation Administration (FAA) issued Airworthiness Directive (AD) 2013-02-13, effective March 11, 2013, addressing a critical safety concern in certain Piper Aircraft, Inc. models (PA-28, PA-32, PA-34, and PA-44). This directive was prompted by multiple reports of control cable assembly failures within the horizontal stabilator control system, which could lead to loss of pitch control and pose a significant risk to flight safety. The AD mandates inspections of the stabilator control system and requires the replacement of any damaged parts to correct this unsafe condition. The inspection requirements, as outlined in Piper Aircraft, Inc. Mandatory Service Bulletin No. 1245A dated November 28, 2012, apply to aircraft based on their age, with initial inspections scheduled at the next annual inspection or within 12 months for aircraft 15 years or older as of the effective date, and subsequent inspections every 2,000 hours time-in-service or 7 years, whichever comes first. The FAA estimates that this AD affects 34,013 U.S.-registered airplanes, with an inspection cost of approximately \$425 per aircraft, totaling over \$14.4 million for the fleet, and potential replacement costs of \$1,458 per set of cables if issues are identified. This directive was supported by the National Transportation Safety Board.

Affected Models: 35 models.
Affected Serial Numbers: 8097C
Serial#: 32-7640052

all serial numbers

Logbook References:

- N8097C Airframe Logbook 3, Page 5

Referenced Logbook Pages:

Logbook: N8097C Airframe Logbook 3

Page: 5

YEAR 20____ DATE	RECORDING TACH TIME	TODAY'S FLIGHT	TOTAL TIME IN SERVICE	Description of Inspections, Tests, Repairs and Alterations Entries must be endorsed with Name, Rating and Certificate Number of Technician or Repair Facility. (See back pages for other specific entries.)
4/16/21	Tach	3349.4 TTAF	3349.4	Test & inspect ELT per FAR 91.207(d). Battery due 12/2025. Replace all engine compartment fuel & oil hoses with Type D teflon hoses. Replace all exhaust risers, mufflers & riser clamps with new. Replace seals, fluid & air in nose strut. RepR wheels, clean & repack wheel bearings. Replace brake pads. Replace vacuum regulator filter. clw AD 76-07-12, clw AD 2013-02-13, clw AD 2017-1601, clw AD 2020-2405, clw AD 2020-2616 by calculating "factored service hours" to be 1514.6 currently. Aircraft lubed, ground run & leak checked. I certify this <u>aircraft</u> has been inspected in accordance with an <u>annual</u> inspection, and found to be in an airworthy condition. ADs through <u>2021-08</u> have been checked. <u>Chris Smith</u> AEP 2707003TA

2017-14-04

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 2017-14-04, effective August 15, 2017, superseding AD 95-26-13, to address an unsafe condition in certain Piper Aircraft, Inc. models (PA-28 and PA-32 series) equipped with oil cooler hose assemblies that do not meet Technical Standard Order (TSO) C53a Type D requirements. This AD was prompted by multiple inquiries seeking clarification on applicability and compliance, as well as past incidents and accidents caused by the rupture or failure of these hose assemblies, which could lead to engine stoppage and loss of control. The affected models include a range of serial numbers certificated in any category, and the directive retains all requirements from the previous AD while adding clarifying language. The AD mandates inspections of the oil cooler hose assemblies for signs of oil soaking, discoloration, brittleness, or deterioration every 100 hours time-in-service (TIS), along with checks for proper clearance and installation conditions, particularly for oil coolers not mounted at or aft of the engine rear. Corrective actions include replacing non-compliant hose assemblies with TSO-C53a Type D or Type C assemblies before further flight if issues are detected, with Type C hoses subject to a life limit of 8 years or 1,000 hours TIS, whichever comes first. Installation of Type D assemblies terminates the AD requirements for the aircraft, and the estimated compliance cost for U.S. operators is significant, with inspection and replacement costs totaling over \$15 million across the affected fleet of 23,643 airplanes. This directive underscores the critical need to address potential failures in oil cooler hose assemblies to ensure aviation safety. Operators must comply with the specified inspection intervals and corrective actions to mitigate risks, and alternative methods of compliance (AMOCs) may be approved through the contact provided, Gary Wechsler, Aerospace Engineer.

Affected Models: 24 models.
Affected Serial Numbers: 8097C
Serial#: 32-7640052

all serial numbers

Logbook References:

- None

2020-24-05

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 2020-24-05, effective December 28, 2020, addressing a safety concern for specific Piper Aircraft, Inc. models, including PA-28-140, PA-28-150, PA-28-160, PA-28-180, PA-28-235, PA-32-260, and PA-32-300 airplanes. This AD was prompted by reports of corrosion in the main wing spar, an area not easily accessible for inspection. If undetected, such corrosion could lead to wing spar failure and potential loss of control of the aircraft, posing a significant safety risk. The AD mandates an inspection of the left and right main wing spars for corrosion within 100 hours time-in-service or 12 months from the effective date, whichever comes first, with recurring inspections every 7 years thereafter. Operators must gain visual access to the inspection area using methods such as existing access panels, installation of new panels, concurrent maintenance, or borescope inspection. If corrosion is detected, corrective actions must be taken before further flight, including corrosion removal, thickness verification, and repairs as approved by the FAA if minimum thickness standards are not met. The FAA estimates this AD affects 11,476 U.S.-registered airplanes, with an inspection cost of approximately \$170 per cycle per aircraft. While installing inspection access panels is optional (at an estimated cost of \$255 per aircraft), the AD provides flexibility in access methods to facilitate compliance. This directive, supported by Piper Service Bulletin No. 1304A, aims to ensure the structural integrity of the affected aircraft and mitigate the risk of catastrophic failure due to undetected corrosion.

Affected Models:

- PA-28-140
 - PA-28-150
 - PA-28-160
 - PA-28-180
 - PA-28-235
 - PA-32-260
 - PA-32-300
-

Affected Serial Numbers: 8097C Serial#: 32-7640052

- All
-

Logbook References:

- None

2020-26-16

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 2020-26-16, effective February 16, 2021, targeting specific Piper Aircraft, Inc. models including PA-28 and PA-32 series airplanes. This AD was prompted by a fatal accident involving wing separation due to fatigue cracking in a visually inaccessible area of the lower main wing spar cap. The directive addresses the risk of wing separation in flight by mandating inspections for fatigue cracks in the lower main wing spar bolt holes and requiring replacement of any cracked spars to ensure structural integrity.

The AD applies to airplanes with 5,000 or more hours time-in-service (TIS), those with replaced wing spars, or those with incomplete maintenance records. Operators must review maintenance records to calculate factored service hours based on 100-hour inspections, primarily for aircraft used in high-load environments like flight training. An eddy current inspection is required within specified compliance times if the factored service hours reach 5,000, using procedures outlined in Piper Service Bulletin No. 1345.

Inspection results must be reported to the FAA and Piper Aircraft, and any detected cracks necessitate spar replacement with a new or inspected serviceable spar. This interim action aims to gather data on fleet-wide crack prevalence, with potential for further rulemaking based on findings.

The FAA estimates this AD affects 5,440 U.S.-registered airplanes, with costs for record reviews and inspections outlined, though the exact number requiring inspection remains uncertain due to varying usage patterns. This directive underscores the critical need to address hidden fatigue issues in aging aircraft structures to prevent catastrophic failures.

AffectedModels: 15models.
AffectedSerialNumbers: 8097C
Serial#: 32-7640052

- PA-28-140
- PA-28-150
- PA-28-160
- PA-28-180
- PA-28-235
- PA-32-260
- PA-32-300

Logbook References:

- None

2022-03-15

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 2022-03-15, effective March 21, 2022, addressing a safety concern in various airplanes modified with specific configurations of the Garmin G3X Touch Electronic Flight Instrument System (STC No. SA01899WI) or Garmin GI275 Multi-Function Display (STC No. SA02658SE).

This AD was prompted by reports of discrepancies between the displayed fuel quantity and the actual fuel amount, which can lead to errors as significant as four gallons per tank. Such inaccuracies pose a risk of fuel starvation and engine shutdown, potentially preventing the aircraft from reaching its intended destination or a suitable alternative airport.

The AD mandates a modification to the resistive fuel probe interface to correct the fuel quantity indication error, which is caused by temperature variations affecting the Garmin GEA 24 Engine Airframe Adapter and associated resistor. The required action must be completed within 100 hours time-in-service or 12 months from the effective date, whichever comes first, following the instructions in Garmin Mandatory STC Service Bulletins 2134 and 2135, Revision A, dated April 23, 2021.

The FAA estimates this modification will affect 920 U.S.-registered airplanes, with a compliance cost of approximately \$690 per aircraft, totaling \$634,800 for the U.S. fleet, though some costs may be covered under warranty.

This directive is critical to ensuring accurate fuel quantity readings and maintaining flight safety. Failure to address this issue could result in severe operational consequences. For further details or to request alternative methods of compliance, operators may contact the FAA's Wichita ACO Branch or refer to the AD docket (FAA-2021-0715) available at [regulations.gov](https://www.regulations.gov).

Affected Models: 765 models.
Affected Serial Numbers: 8097C
Serial#: 32-7640052

- All

Logbook References:

- None

2024-14-03

Summary: The Federal Aviation Administration (FAA) has issued Airworthiness Directive (AD) 2024-14-03, effective August 20, 2024, addressing a safety concern with the Garmin GFC 500 Autopilot System installed on various airplanes under Supplemental Type Certificate (STC) No. SA01866WI.

This AD was prompted by a report of uncommanded automatic pitch trim run-away when the autopilot is initially engaged, attributed to the software's inability to properly handle certain hardware failures in the primary pitch servo. If not addressed, this unsafe condition could lead to loss of control of the airplane.

The AD mandates updating the Garmin GFC 500 Autopilot System software to versions later than 8.01 for the G5, 9.01 for the G3X Touch, and 2.59 for the GI 275 within 12 months of the effective date. Additionally, it prohibits the installation of these earlier software versions on any affected airplane after the effective date.

This action applies to specific airplane models listed in the AD, impacting an estimated 5,900 U.S.-registered aircraft, with a compliance cost of approximately \$85 per aircraft, totaling \$501,500 for the U.S. fleet.

This directive, published in the Federal Register on July 16, 2024, follows a notice of proposed rulemaking and a supplemental notice, incorporating feedback to refine the applicability and clarify the technical issue.

The FAA has determined that this AD is necessary to ensure aviation safety under its authority outlined in 49 U.S.C. Compliance with this AD is critical to mitigate the risk of autopilot-related incidents and maintain the airworthiness of affected aircraft.

Affected Models: 181 models.
Affected Serial Numbers: 8097C
Serial#: 32-7640052

- 28-20001 through 28-26946
- 28-1 through 28-4377
- 28-7305001 through 28-7505261
- 28-10001 through 28-7710089
- 28R-30001 through 28R-7130013
- 28R-35001 through 28R-7635545

Logbook References:

- None

Notes

Some entries may lack specific dates or may refer to ADs not listed explicitly. Recommend verifying all entries and AD list.