

74-17-04 PIPER: Amendment 39-1919 as amended by Amendment 39-2154 is further amended by Amendment 39-2865. Applies to the following Models which are covered with cotton or linen at the critical area on top of the windshield where the fabric attaches to the channel: PA-12, Serial Numbers 12-2904 and higher, except 12-2907, 12-2911, 12-2914, 12-2915, 12-2917, 12-2925, 12-2950, 12-3028-S and 12-3901 through 12-3903; PA-14; PA-15; PA-16; PA-17; PA-20; and PA-22 airplanes, Serial Numbers 22-1 and up, certificated in all categories.

To prevent sudden failure of the fabric at the top of the windshield where the fabric attaches to the channel, accomplish the following:

1. For all airplanes, unless already accomplished, the indicated Piper Kits or equivalent parts approved by the Chief, Engineering and Manufacturing Branch, FAA, Eastern Region, must be installed within the next 25 hours in service after the effective date of this AD on airplanes which have fabric exceeding three years since installation:

(a) Kit 760 799 effective on: PA-12, Serial numbers 12-2904 and higher, except 12-2907, 12-2911, 12-2914, 12-2915, 12-2917, 12-2925, 12-2950, 12-3028-S and 12-3901 through 12-3903; all PA-12S and PA-14 airplanes.

(b) Kit 754 404 effective on: All PA-15, PA-16, PA-17 and PA-20 and PA-22 Airplane Serial Numbers 22-1 and up.

2. For all airplanes at every 100 hours in service after accomplishment of 1(a) or 1(b), remove the metallic strip and inspect the fabric over the top surface.

(a) If no cracks or fraying are found, reinstall the metallic strip.

(b) If any cracks or fraying are found, prior to further flight, add a fabric reinforcement strip (pinked-tape) starting from a line formed by the intersection of the windshield and the leading edge of the channel and extending aft at least three inches from the trailing edge of the channel. Reinstall the metallic strip.

3. For all airplanes which have fabric installed within the last three years, every 100 hours in service after the effective date of this AD, until three years are accumulated, inspect the fabric over the top surface.

If any cracks or fraying are found, prior to further flight, install Piper Kits or equivalent parts approved by the Chief, Engineering and Manufacturing Branch, FAA, Eastern Region, as in 1(a) or 1(b) as appropriate.

Upon request and appropriate substantiating data submitted through an FAA maintenance inspector, the compliance time specified in this AD may be increased by the Chief, Engineering and Manufacturing Branch, FAA, Eastern Region.

Piper Service Letter No. 362A pertains to this subject.

This AD supersedes AD 61-06-06.

Amendment 39-1919 was effective August 16, 1974.

Amendment 39-2154 was effective April 9, 1975.

This amendment 39-2865 is effective April 11, 1977.