

81-23-05 PIPER AIRCRAFT CORPORATION: Amendment 39-4333. Applies to Piper Aircraft Models PA-28-151 (S/N 28-7415001 through 28-7715314), and PA-28-161 (S/N 28-7716001 through 28-8216066) airplanes certificated in any category.

COMPLIANCE: Required prior to further flight and as indicated in the body of this AD.

To prevent possible inflight fire, accomplish the following:

A) On Piper Models PA-28-151 (S/N 28-7415001 through 28-7715314) and PA-28-161 (S/N 28-7716001 through 28-7916210) airplanes:

- (1) Remove the rear seat base and check for any broken springs or evidence of electrical contact between the seat springs and the battery. Check the battery box and cover for any evidence of damage, especially wear of the battery box cover caused by contact with the seat springs. If the seat spring or the battery box cover is damaged, repair or replace with serviceable items. If not, reinstall the battery box cover and ensure that all fasteners lock and that the cover is secure.
- (2) Install the seat base, ensuring that the saddle clamps at the rear of the seat, left and right, are engaged. When the seat base is lowered into position, the forward edge of the seat legs must be at least 0.80 inch aft of the forward vertical face of the wing spar box.
- (3) Install a placard in clear view of the pilot stating "DO NOT USE REAR SEAT FOR PASSENGERS OR CARGO" and operate the airplane in accordance with this limitation. The placard may be made from any convenient durable material with contrasting color letters at least 1/4 inch high.
- (4) The requirements of paragraphs A)(1), (2) and (3) may be complied with by a person authorized to perform preventive maintenance in accordance with Federal Aviation Regulation 43.3(h), except that repair or replacement must be accomplished by appropriately rated persons.
- (5) The placard required by paragraph A) (3) may be removed after the rear seat has been modified in accordance with the instructions contained in Piper Aircraft Corporation Service Kit No. 764, 303V, SEAT AFT BOTTOM MODIFICATION, dated October 29, 1981, and Piper Service Bulletin 631B, dated October 29, 1981.

B) On Piper Models PA-28-161 (S/N 28-7916211 through 28-8216066) airplanes:

- (1) Remove the rear seat base and check for any broken springs or evidence of electrical contact between the seat springs and the battery. Check the battery box and cover for any evidence of damage, especially wear of the battery box cover caused by contact with the seat springs. If the seat spring or the battery box cover is damaged, repair or replace with serviceable items. If not, reinstall the battery box cover and ensure that all fasteners lock and that the cover is secure.
- (2) Install the seat base, ensuring that the saddle clamps at the rear of the seat, left and right, are engaged. Ensure that the forward legs on the rear seat base are aft of the reference line established by the placard (Piper P/N 35669-194) on top of the spar box, reference Piper Service Bulletin 631B dated October 29, 1981.
- (3) Before each flight, check that the rear seat base is properly positioned as indicated by the placard.
- (4) The requirements of paragraphs B)(1), (2) and (3) may be complied with by a person authorized to perform preventive maintenance in accordance with Federal Aviation Regulation 43.3(h), except that repair or replacement must be accomplished by appropriately rated persons.
- (5) Within the next 50 hours time-in-service after the effective date of this AD, modify the rear seat base in accordance with the instructions contained in Piper Aircraft Corporation Service Kit No. 764 303V, SEAT AFT BOTTOM MODIFICATION, dated October 29, 1981, and Piper Service Bulletin 631B, dated October 29, 1981. The repeat preflight checks of paragraph B)(3) may be discontinued after this modification.

C) An equivalent method of compliance may be approved by Chief, Engineering and Manufacturing Branch, FAA, Southern Region, P.O. Box 20636, Atlanta, Georgia 30320.

This amendment becomes effective on March 8, 1982, to all persons except those to whom it has already been made effective by priority letter from the FAA dated November 3, 1981, and is identified as AD 81-23-05.