

Airworthiness Directive Schedule

Aeroplanes

Piper PA-18 Series (Super Cub)

25 January 2018

- Notes:**
1. This AD schedule is applicable to Piper PA-18, PA-18-150, PA-18A-150 and L-18C series aircraft manufactured under FAA TC No. 1A2, and Piper PA-18A-135 aircraft manufactured under FAA TC No. AR-7.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for these aircraft. State of Design ADs can be obtained directly from the FAA web site at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet
 3. The date above indicates the amendment date of this schedule.
 4. New or amended ADs are shown with an asterisk *
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| From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) web site. The link to the NAA web site is available on the CAA web site at http://www.caa.govt.nz/airworthiness-directives/states-of-design/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below. | | |
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DCA/PA18/3 Fuel and Hydraulic Lines - Modification

Applicability: All model PA-18 S/N 18-1 through 18-3000

Requirement: Piper SL
(FAA AD 53-24-4 also refers)

Compliance: By 30 November 1956

DCA/PA18/8 Fuel Tank Caps - Modification

Applicability: Model PA-18A S/N 18-5189 through 18-5412, 18-5416 through 18-5419 and all L21B's 18-4011 through 18-4042

Requirement: Piper SB 148A

Compliance: By 31 December 1956

DCA/PA18/10 Front Rudder Pedals - Modification

Applicability: All model PA-18 used on agricultural operations

Requirement: Airwork Mod AW 276 or approved equivalent

Compliance: Within the next 50 hours TIS

Effective Date: 31 March 1957

DCA/PA18/11 Fuel Cock Guard - Modification

Applicability: All model PA-18 used on agricultural operations

Requirement: Airwork Mod AW 286

Compliance: By 1 September 1958

DCA/PA18/12 Fuel Strainer Guard - Modification

Applicability: All model PA-18 used on agricultural operations

Requirement: Airwork Mod AW 321

Compliance: By 1 September 1958

DCA/PA18/13 Rear Wall of Hopper - Modification

Applicability: All model PA-18 equipped with a hopper

Requirement:

1. The original Piper hopper installation (Drg No. 13546) and some locally manufactured hoppers have inadequate slope on the rear wall for the effective discharge of some solid agricultural materials, particularly if the aeroplane is in a climbing attitude. The jettison is then not reliable and there is also a danger of residual load remaining undetected and leading to involuntary overloading with a CG position beyond the aft limit.
2. All hoppers used for the spreading of solid agricultural materials shall have rear walls sloping over their full length at a minimum angle of 60° to the horizontal when the aeroplane is in the level weighing attitude.
3. Pending embodiment of the modification the maximum weight of the aeroplane when operating in the Agricultural Category shall be restricted to 1,820 lb. A placard to this effect is to be displayed in the pilot's cockpit.
4. When this modification has been embodied the aeroplane is again eligible for a maximum weight of 2,070 lb in the Agricultural Category.

Compliance: By 1 January 1959

DCA/PA18/14 Vacuum Pump Splined Coupling - Replacement

Applicability: All model PA-18 with couplings listed in SB 218
Requirement: Piper SB 218
Compliance: As detailed
Effective Date: 28 February 1964

DCA/PA18/15 Fuel Strainer - Inspection

Applicability: All model PA-18
Requirement: On all Piper PA-18 series aircraft fitted with fuel strainers having the wire bail assembly P/N 494-644.
Examine the wipe bail assembly at the bowl of the fuel strainer. Check that the threaded adjusting stud is securely welded or otherwise properly attached to the wire stirrup. This inspection may be discontinued after incorporation of a modification approved for the purpose.
Compliance: Every periodic inspection
Effective Date: 30 September 1957

DCA/PA18/16 Cancelled - Purpose Fulfilled**DCA/PA18/18 Control Stick - Security - Modification**

Applicability: All model PA-18 with S/N listed in SL 162
Requirement: Piper SL 162
Compliance: C of A
Effective Date: 30 November 1957

DCA/PA18/19 Stabiliser Adjustment Screw - Inspection

Applicability: All model PA-18
Requirement: Cases have occurred where the stabiliser adjustment screw has failed, with subsequent malfunctioning of the stabiliser trim control. The following inspection shall be carried out: Examine the stabiliser adjustment screw, P/N 42961-02, for cracks or fractures. Defective screws must be renewed.
Compliance: Every periodic inspection
Effective Date: 31 August 1958

DCA/PA18/21 Cancelled – Purpose Fulfilled**DCA/PA18/22 Cancelled – FAA AD 60-10-08 refers**

Effective Date: 19 December 2013

DCA/PA18/23 Fuselage Front LG Fittings - Inspection

Applicability: All model PA-18 series

Requirement: To prevent possible LG collapse, inspect fittings P/N 21272-02 and -03 for cracks. Repair defective installations before further flight

Compliance: At intervals not exceeding 100 hours TIS

Effective Date: 30 November 1961

DCA/PA18/24 Rudder Pedal Assembly - Weld - Inspection

Applicability: Model PA-18 S/N 18-1 through 18-7768

Requirement: Piper SB 207A

Compliance: Every periodic inspection

Effective Date: 31 August 1962

DCA/PA18/25 Elevator Lower Cable Attachment Horn - Inspection

Applicability: All model PA-18

Requirement: Cases have occurred of cracking of the elevator lower cable attachment horn, these cracks have been found to extend from the front edge of the horn, just below the flange towards the lower lightening hole.

The elevator lower cable attachment horn is to be inspected for cracks particularly at the lower end below the flange.

Compliance: Every 100 hours TIS

Effective Date: 28 February 1964

DCA/PA18/26 Rudder Pedal Bottom Cross Tube - Inspection

Applicability: All model PA-18 used on agricultural operations not incorporating Airwork Mod AW 277

Requirement: The bottom cross tubes of Rudder Pedals P/N 40842-04 and 40842-05 are to be inspected for abrasion caused by the pedal return spring P/N 40941-00.

Compliance: Every 1000 hours TIS

Effective Date: 18 February 1957

Note: This requirement was previously a Special Inspection numbered CAA/PA18/14. To avoid confusion with the modification of the same number it has now been renumbered.

DCA/PA18/118 Battery Box Lid - Modification

Applicability: All model PA-18 used for the carriage of freight

Requirement: A case has occurred where the battery box of a Piper PA-18 was made electrically "live" due to the deformation of its lid by the weight of cargo placed upon it. The following modifications are required to prevent recurrence.

1. The battery box lid shall be suitably lined with insulating material to prevent short circuiting of the battery terminals should deformation of the lid occur.
2. The top surface of the battery box lid shall be placarded "WARNING - NO LOAD TO BE PLACED ON LID".

Compliance: By 30 June 1967

DCA/PA18/119 Safety Harness Installation - Modification

Applicability: All model PA-18

Requirement: Front and Rear seats shall each be fitted with an approved safety harness installation.

Compliance: By 31 May 1975

DCA/PA18/120E Cancelled – FAA AD 99-01-05R1 refers

Effective Date: 14 January 2014

DCA/PA18/121 Wing Fuel Tank Cap - Inspection & Modification

Applicability: All model PA-18 series with fuel tank cap P/N 15296-02 or 60707-02

Requirement: Piper SB 573

Compliance: Within the next 50 hours TIS

Effective Date: 31 March 1978

DCA/PA18/122 Cancelled - Purpose Fulfilled

NZCAR, Part III Leaflets B.11-5, B.11-6, B.11-8, B.11-9, B.11-13, B.11-17 and B.11-25 are hereby cancelled

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If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

60-10-08 Fuel Selector Valve – Inspection

Applicability: Piper PA-18 series aircraft, all S/N fitted with two wing tanks.

Note: Piper SB 141 dated 4 October 1955 has been superseded by Piper SB 354B dated 19 May 1982 to introduce new replacement P/N parts.

Effective Date: 19 December 2013

99-01-05R1 Cancelled – FAA AD 2015-08-04 refers

Effective Date: 3 June 2015

68-05-01 Exhaust Mufflers – Inspection

Applicability: Piper PA-18 series aircraft, all S/N.

Effective Date: 31 March 1968

2015-08-04 Wing Lift Struts and Forks – Inspection

Applicability: Refer to Table 1 in Paragraph (c) of FAA AD 2015-08-04.

Note: FAA AD 2015-08-04 retains all the requirements in superseded FAA AD 99-01-05R1 and expands the AD applicability to include additional aircraft models.

FAA AD 99-01-05R1 superseded FAA AD 99-01-05, DCA/J3/5B, DCA/PA18/120E, DCA/PA22/127D and DCA/PA25/121F.

For aircraft already in compliance with the cancelled ADs, compliance with FAA AD 2015-08-04 is required at the next inspection required by the cancelled ADs.

An inspection method accomplished in accordance with [Radiographic Technique 57-20-01 Rev 1](#) may be used as an alternate to the two inspection methods defined in paragraph (h)(1) and (h)(2) of FAA AD 2015-08-04. If the radiographic technique is used, inspect at intervals not to exceed 4 years.

Effective Date: 3 June 2015

*** 81-06-08 Lower Fuselage Attachment Tab – Inspection**

Applicability: Piper PA-18-150 aircraft, S/N 18-8602 through to 18-8109013.

Note: Piper SB 706, dated 23 February 1982, or later approved revision pertains to the subject of this AD.

Compliance: Initial compliance required before the issue of a New Zealand Certificate of Airworthiness, or at the next Review of Airworthiness (RA), whichever is the sooner, unless previously accomplished.
Repetitive inspections, if required, are to be accomplished at intervals not to exceed the times specified in the FAA AD.

Effective Date: 25 January 2018