

UNITED STATES OF AMERICA
NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C.

ISSUED: July 14, 1972

Adopted by the NATIONAL TRANSPORTATION SAFETY BOARD
at its office in Washington, D. C.
on the 21st day of June 1972.

FORWARDED TO:)
Honorable John H. Shaffer)
Administrator)
Federal Aviation Administration)
Washington, D. C. 20591)

SAFETY RECOMMENDATION A-72-109

The National Transportation Safety Board's investigation of a Piper PA-32-300 Cherokee Six incident which occurred during a landing at Denver, Colorado, on July 6, 1970, disclosed that the electric pitch trim switch malfunctioned, causing the trim to assume a full aircraft-nosedown position. In this case, the pilot was able to override the trim input and to maintain sufficient control to land the aircraft.

The aircraft manufacturer has issued two nearly identical service bulletins to inspect and modify the trim switch, which is identified in the manufacturer's parts catalog as Switch Assembly-Electric Trim P/N 67443-00. Service Bulletin 331 was issued on February 5, 1971, by the Piper facility at Lock Haven, Pennsylvania, and Service Bulletin 332 was issued on April 16, 1971, by the Piper facility at Vero Beach, Florida. Each bulletin pertains only to the aircraft manufactured by the issuing facility.

A review of the Airworthiness Directives disclosed that compliance with Service Bulletin (SB) 331 was made mandatory by AD 71-12-5, issued by the Eastern Region. However, the PA-32 model aircraft manufactured at the Vero Beach facility, which are referenced in SB 332, are not incorporated into that or any other AD.

Whereas the various characteristics of these models produced at Lock Haven which are referenced in SB 331, may differ somewhat from that manufactured at Vero Beach, we believe that these differences must be minor

since the manufacturer saw fit to issue service bulletins on models from both facilities. Therefore, because of the inherent risk associated with a runaway pitch trim system, the Safety Board believes that this switch modification should also be required on the Piper Cherokee airplanes listed in SB 332.

In view of the above, the Safety Board recommends that the Federal Aviation Administration:


Issue an Airworthiness Directive to require compliance with the provisions of Piper Service Bulletin 332.

Personnel of our Bureau of Aviation Safety will be available for consultation on the above matter if desired.

This recommendation will be released to the public on the issue date shown above. No public dissemination of the contents of this document should be made prior to that date.

Reed, Chairman, McAdams, Thayer, Burgess and Haley, Members, concurred in the above recommendations.

72891

By: 
John H. Reed
Chairman

NATIONAL TRANSPORTATION
SAFETY BOARD
DEPARTMENT OF TRANSPORTATION
Washington, D.C. 20591
Official Business

POSTAGE AND FEES PAID
NATIONAL TRANSPORTATION
SAFETY BOARD
DOT 513

