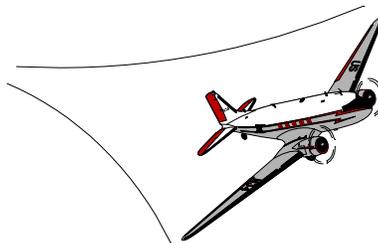


# SPECIAL AIRWORTHINESS INFORMATION BULLETIN

Aircraft Certification Service  
Washington, DC



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

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[www.faa.gov/certification/aircraft](http://www.faa.gov/certification/aircraft)

*This is information only. Recommendations aren't mandatory.*

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## Introduction

This Special Airworthiness Information Bulletin provides you, owners and operators of **New Piper Aircraft models PA-28-140, PA-28-150, PA-28-160, PA-28-180, and PA-28-235 airplanes**, with information concerning the correct configuration for the skin surfaces of the ailerons, flaps, and stabilators.

## Background

Early model PA-28 aircraft were manufactured with **skin stiffener beads** on the control surfaces formed **out**. Later, PA-28 surfaces, including current models, were manufactured with the beads formed **in**. Currently, replacement surfaces are provided only with the beads formed **in**. Consequently, when a control surface or its skin requires replacement on airplanes with outward facing beads, this creates confusion.

## Recommendation

It is acceptable for stiffening beads on control surfaces to be formed **in** or **out**, provided both left and right sides are formed the same. The skin for a particular pair of control surfaces cannot be mismatched. Right and left ailerons must match, as do right and left flaps or right and left stabilators.

It is not necessary for unlike surfaces (flaps compared to ailerons) to be similarly configured. For example, an aircraft may have flap skins with the beads formed **in**, and aileron skins with the beads formed **out**.

When installing a replacement aileron, flap, or stabilator, or performing a repair that necessitates replacing the control surface skins, you should ensure that the bead configuration is identical to the opposite surface.

## For Further Information Contact

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