



DIRECCION NACIONAL DE AERONAVEGABILIDAD (DNA)
DIRECCION CERTIFICACION AERONAUTICA (DCA)
REPUBLICA ARGENTINA

ADVERTENCIA 100/DCA

La presente ADVERTENCIA tiene por objeto dar a conocer una situación que puede resultar de interés para Talleres Aeronáuticos de Reparación, operadores y/o propietarios de aeronaves. Se emite a los efectos de informar y las recomendaciones no tienen carácter mandatorio.

Ciudad Autónoma de Buenos Aires, 28 de noviembre de 2008.

APLICABLE A: Aeronaves Piper PA-31 y PA-31-300.

MOTIVO: Inspección de la zona de toma delantera de ala en el fuselaje.

ANTECEDENTES: Esta Advertencia pone en conocimiento del público usuario el Continuing Airworthiness Notice (CAN) N° 57-001 del 06-Noviembre-2008, emitido por la Autoridad de Aviación Civil de Nueva Zelanda, como consecuencia de haberse encontrado fisuras en la zona de las tomas delanteras derecha e izquierda de ala en el fuselaje de un Piper PA-31-350, similares a las que se detallan en el Piper Service Bulletin (SB) N° 1045 (*Inspection of the Forward Wing Spar Attach Bracket*) del 18-Septiembre-2000.

Este SB contiene instrucciones para inspeccionar las zonas mencionadas y requiere el reemplazo de las partes fisuradas por otras de mayor durabilidad.

Se adjunta a esta Advertencia el CAN N° 57-001 (una página).

RECOMENDACION: En concordancia con lo indicado en el párrafo "*Recommendation*" del CAN N° 57-001, esta Dirección recomienda efectuar, en tiempo y forma, las inspecciones de las zonas de toma delantera de ala en el fuselaje de acuerdo a lo indicado en el SB 1045 de Piper.

Para obtener mayor información dirigirse a la División Ingeniería de Mantenimiento de la DCA:

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Continuing Airworthiness Notice – 57-001



Piper PA-31 Forward Spar Attach Brackets

06 November 2008

Issued by the Civil Aviation Authority of New Zealand in the interests of aviation safety. A Continuing Airworthiness Notice (CAN) is intended to alert, educate, and make recommendations to the aviation community. A CAN contains non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). The inspections and practices described in this CAN must still be carried out in accordance with the applicable NZCAR Parts 21, 43 and 91.

The contents of this notice are ADVISORY ONLY and are NOT MANDATORY.

CAN numbering is by ATA Chapter followed by a sequential number for the next CAN in that ATA Chapter.

Applicability:

All Piper PA-31 series aircraft.

Purpose:

This Continued Airworthiness Notice (CAN) alerts operators/maintainers of Piper PA-31 series aircraft of Piper Mandatory SB 1045 dated 18 September 2000 which provides instructions for inspecting the left and right forward wing attach brackets for cracks and requires the replacement of cracked parts with new more durable replacement assemblies.

Background:

This CAN is prompted by a report from a New Zealand PA-31-350 aircraft maintainer of finding cracks in the forward wing spar attach brackets. The cracks found on both left and right forward wing attach brackets were similar to that detailed in Piper MSB 1045 which is applicable to PA-31 and PA-31-300 aircraft.

Further investigation revealed fatigue cracks in the floorboard support channels below the front spar attachment bulkheads. The forward spar attachment brackets were repaired by replacement and the floorboard support channels were repaired by removing the damaged section in accordance with AC43.13-1B.

Recommendation:

The CAA strongly recommends operators/maintainers of all PA-31 series aircraft review and comply with the manufacturer's instructions for continued airworthiness in Piper MSB 1045 within the next 100 hours TIS.

Enquiries:

All other enquires regarding this CAN should be made to:

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