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 where 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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