

Continuing Airworthiness Notice – 32-003



Piper PA-31 Nose Gear Link Assembly P/N 40336-000

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-31series aircraft fitted with nose gear link assembly P/N 40336-000.

Purpose:

This Continued Airworthiness Notice (CAN) alerts operators/maintainers of Piper PA-31 aircraft of Piper SL 1088 dated 15 December 2004 which introduces a periodic inspection for the nose gear link assembly. This SL introduces an initial inspection of the nose gear link assembly at 2100 hours TIS and thereafter at intervals not to exceed 500 hours TIS.

Background:

This CAN is prompted by a report from a New Zealand PA-31-350 aircraft maintainer of finding cracks in a link assembly P/N 40336-000. Investigation revealed fatigue cracks in the area of the attachment lugs for the nose gear retraction actuator. The nose gear link assembly was replaced and compliance with Piper SL 1088 annotated in the aircraft logbook.

Recommendation:

CAA strongly recommends operators/maintainers of Piper PA-31 series aircraft fitted with nose gear link assembly P/N 40336-000 comply with the manufacturer's instructions for continued airworthiness in Piper SL 1088 dated 15 December 2004.

Compliance with Piper SL 1088 may be accomplished by adding the SL requirement to the aircraft logbook as a 500 hour repetitive inspection.

Enquiries:

All other enquires regarding this CAN should be made to:

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