



Airworthiness Concern Sheet

Date: December 14, 2016

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Make, Model, Series, Serial No.:

Piper PA-28-140 / -150 / -160 / -180 / -235, PA-32-260 / -300 airplanes, all serial numbers without lower skin access panel aft of main spar and inboard of Wing Station (WS) 36 rib

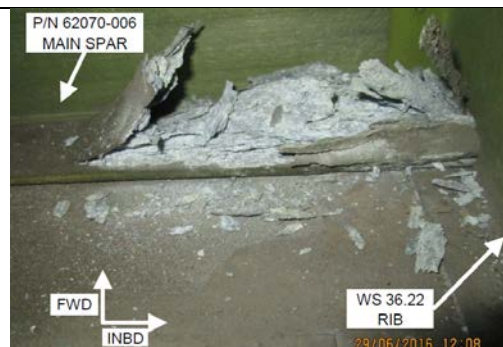
Reason for Airworthiness Concern: One report from foreign operator of corrosion on wing main spar lower cap at WS 36 rib found during maintenance

FAA Description of Airworthiness Concern:

Piper issued Service Bulletin (SB) 1244B to inspect the wing aft spar for corrosion. For the inspection, some aircraft required an access panel to be installed. During installation of the access panel on a Piper Model PA-28-140, exfoliation corrosion was found on the wing main spar lower cap aft flange upper surface at the WS 36 rib (see photo).

The Piper airplane models listed above use the same spar assembly and some serial numbers were not manufactured with the access panel as installed per SB 1244B. Without the access panel, corrosion, cracks or other damage may not be detected on the forward side of the aft spar or on the aft side of the main spar. If undetected or uncorrected, corrosion, cracks or other damage could lead to failure of the lower spar and result in loss of control of the airplane.

Piper is proposing a new SB to install the access panel and perform an initial visual inspection on the main spar for corrosion, cracks, or other damage. Note: Access panel will be similar to Piper SB 1244B, available at www.piper.com.



Request for Information:

The FAA requests information regarding this airworthiness concern. In particular, the FAA requests information and supporting data on maintenance history, inspection findings on the area of concern, estimated costs of the access panel installation and inspection, and any other comments that you feel are necessary. Please be specific and detailed. All information should be returned in writing to the FAA (address and email options listed above).

This Airworthiness Concern Sheet (ACS) is intended as a means for FAA Aviation Safety Engineers to coordinate airworthiness concerns with aircraft owner/operators through associations and type clubs. At this time, the FAA has not made a determination on what type of corrective action (if any) should be taken. The resolution of this airworthiness concern could involve an AD action or an SAIB, or the FAA could determine that no action is needed at this time. The FAA's final determination will depend in part on the information received in response to this ACS. The FAA endorses dissemination of this technical information to all manufacturers and requests association and type clubs comments.

Attachments:

- ☐ Service Difficulty Report
- ☐ Accident/Incident Data System
- ☐ Service Letter / Bulletin
- ☐ Special Airworthiness Information Bulletin
- ☐ Federal Aviation Administration or National Transportation Safety Board Safety Recommendation
- ☐ Airworthiness Directive
- ☐ Alternate Means of Compliance
- ☐ Other:

Transmittal:

- ☒ Federal Aviation Administration
- ☒ Airplane Owners and Pilots Association
- ☐ Experimental Aircraft Association
- ☐ Type Club
- ☒ Type Certificate Holder
- ☒ Other: Aeronautical Repair Station Association

Response Requested by:

- ☐ Emergency (10 days)
- ☒ Alert (30 days)
- ☐ Information (90 days)

Date: January 15, 2017