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Airworthiness Division

9/97/LT0/749

14 August 1986

LETTER TO OWNERS/OPERATORS NO. 749

PIPER AIRCRAFT CO. SERVICE BULLETIN 836 - ALUMINIUM CABLES

This Bulletin has been published by the manufacturer with a mandatory classification however the FAA apparently consider this to be over-protective and as far as is known are taking no further action.

The CAA has little evidence to support mandatory classification for UK registered aircraft but cannot ignore the Bulletin in view of the past history of problems on other aircraft caused by Aluminium Cables and Cable Lugs.

Owners and Operators are known to be concerned and the Authority therefore recommends that all Piper aircraft affected by the Bulletin are inspected within the next 150 flying hours or six months (whichever is sooner). Should any cables or fittings show signs of damage, overheating or corrosion they must be replaced as soon as possible.

It is recommended that the inspection is repeated annually and it is suggested that it is embodied in the relevant maintenance schedule (e.g. LAMS Schedule Section 11).

Owners and Operators may also wish to take into account that although SDAU has received no reports of airworthiness hazards on Piper aircraft that could be directly attributed to these defects it is suspected that some reports concerning overheated battery terminals could have been caused by high resistance joints at the cable end fittings.

Any queries regarding this letter should be referred to the Aircraft Systems and Equipment Department at the above address.

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H D WYATT Aircraft Maintenance and Approvals