

Piper 2923-250, Chafed Hydraulic Line, ATA 2900

An unidentified source writes, "An annual inspection was completed in January 2006. Complete interior refurbishing was completed at the same time. About 100 hours after the aircraft was returned to service, the nose and left main gear would not lock down and the pilot landed with only the right gear extended. Hydraulic fluid was dripping from the belly, and upon investigation, an aluminum hydraulic line was found chafed through by an aileron cable in front of the main spar and under the cabin doorsill.

It is suspected after the aircraft was inspected, when discrepancies were being cleared and the interior work was being done, personnel getting in and out of the airplane inadvertently stepped on, leaned on, or somehow bent the line down to where it contacted the cable.

When the interior panel is removed under the door, the hydraulic lines are very exposed and have little support in this area, with very little clearance between the lines and cables. The lines and cables on the left side of the cabin are less likely to be disturbed as the autopilot roll servo protects them.

The recommendation is any time this side panel is removed, an inspection of line-to-cable clearance be made prior to reinstalling the side panel.

(The submitter did not provide part numbers for the specific lines.)

Part Total Time: 8,803.2 hours.