Piper PA34-200, Worn Landing Gear Mount Holes, ATA 3211

This description is written by a mechanic who also functions as the Director of Maintenance for his operation.

He reported that tthe main landing gear pivot casting (forward trunnion fitting assembly) attached hardware continually comes loose, allowing chaffing between the casting and the wing spar, and enlarging the attach bolt holes in (both) the casting and the spar.

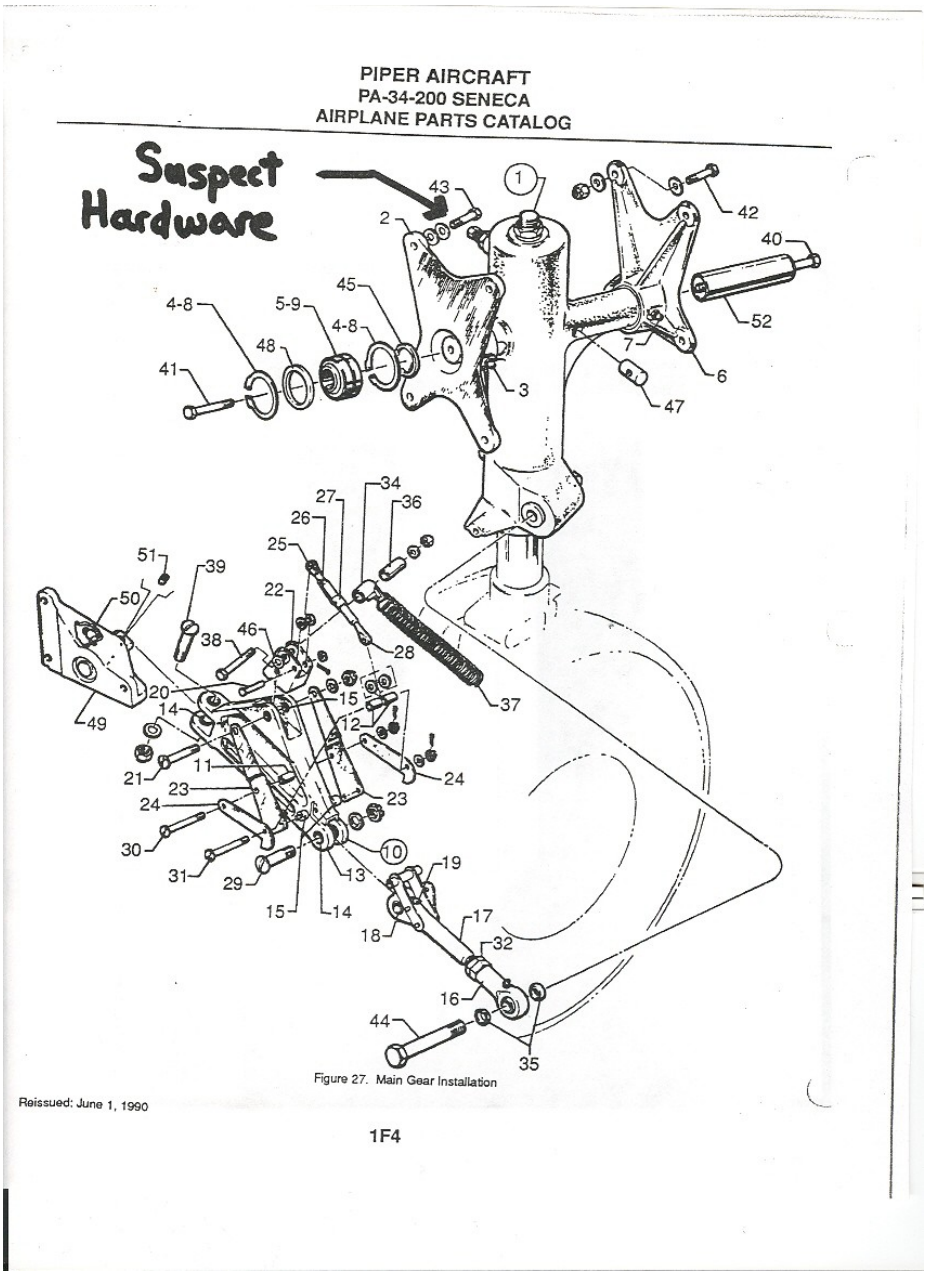
The effected L/H casting was previously removed, inspected, and installed per the Piper maintenance because of this specific reason, it occurred only 100 hours prior to this second occurrence. This condition was noted on the R/H casting at the same inspection and had been corrected by replacing the casting.

The attachment holes in the casting and spar were reamed to accept AN5 bolts rather than the original AN4. The original nut-plates on the forward side of the wing spar (MS21047) do not seem to adequately accept the imposed stress.on them and it is likely to be the leading factor in the continual loosening of the casting.

The nut plates were replaced with MS21078-5 nut-plates which provide more strength and (apparently) prevent the attach bolts from loosening. We operate a fleet of PA34-200, -200T, and -220T Seneca. The-200 and -200T (aircraft) have exhibited the same tendency regarding the loosening of the forward pivot casting attach hardware. *(I)* suggest inspecting the pivot casting attach hardware regularly and replacing hardware as stated above."

NOTES: A search of the FAA Service Difficulty Reporting System database revealed three (3) additional entries for the base part number.

Found a Reference on an almost identical discrepancy for a PA28 in January, 2007 Alerts.)


PIPER AIRCRAFT
PA-34-200 SENECA
AIRPLANE PARTS CATALOG
Suspect Hardware
Figure 27. Main Gear Installation
Reissued: June 1, 1990
1F4

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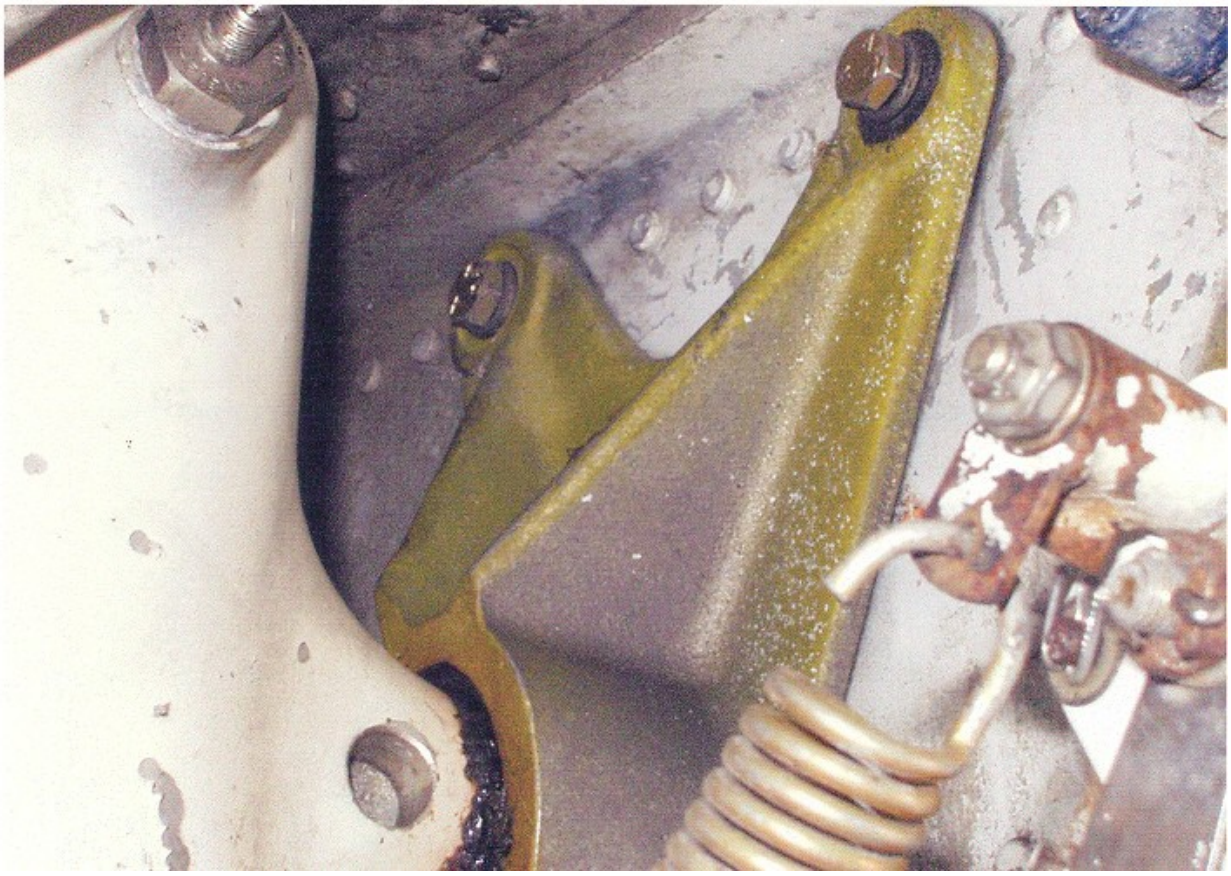

Part Total Time: 5,966.6 hours.