



U.S. Department of Transportation

Federal Aviation Administration

Airworthiness Concern Sheet

Date: October 7, 2021

<p>Reply to: Name: Bryan Long Title: ASE – Aerospace Engineer Office: Atlanta ACO Department: FAA Street Address: 1701 Columbia Ave City, State, ZIP: Atlanta, GA, 30337 Telephone: (404) 474-5578 Email: Bryan.Long@faa.gov</p>	<p>Make: The New Piper Aircraft, Inc.</p> <p><u>Models / Serial Numbers Affected:</u></p> <p>PA- 23 - 250/250(6) Aztec S/N affected: 27 - 4794 through 27- 8154030</p> <p>PA-28-161 Cadet S/N affected: 2841001 through 2841365</p> <p>PA-28R-201 Arrow & Arrow III S/N affected: 2837001 through 2837061 & 2844001</p> <p>PA-28R-201T Turbo Arrow III S/N affected: 2803001 through 2803015</p> <p>PA-31, 300, 325 Navajo & Navajo CR S/N affected: 31-793 through 8312019</p> <p>PA-31-350 Chieftain S/N affected: 31-7305005 through 7405497 and 31-7552001 through 8452021</p> <p>PA-31-350 T1020 S/N affected: 31-8253001 through 8553002</p> <p>PA-31P Pressurized Navajo S/N affected: 31P-3 through 31P-80 & 31P-7300110 through 7730012</p> <p>PA-38-112 Tomahawk S/N affected: 38-78A0801 through 82A0124</p> <p>Reason for Airworthiness Concern: The FAA was made aware of model PA28-161 Cadet in the Netherlands had a “Low Volt” light illuminated and quite a lot of white smoke appeared from below the left hand side of the instrument panel, while in flight. This resulted in the crew of the aircraft declaring an emergency, performing the Electrical Fire emergency checklist actions, followed by the Forced Landing emergency checklist actions, and then landed with no injuries. The pilot in command shut the engine down, and the occupants evacuated the aircraft. The investigation found that a fuse in the circuit would have prevented the event. The investigation also revealed that Piper Aircraft Company issued a Service Bulletin SB 991A, dated 1/10/1996, addressing possible smoke formation from a failed alternator out switch. The service Bulletin provided instructions for the installation of a fuse on the alternator aux terminal.</p>
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	<p>The subject aircraft did not comply with Service Bulletin 991A. The FAA is concerned that other aircraft included within the effectivity of SB991A may not have accomplished the modification. The FAA would like to gather data to determine if this issue requires additional consideration in light of the reported incident/accident. The FAA FAAS Team provides a Fact Sheet for Service Bulletin compliance by following this link: https://www.faa.gov/news/safety_briefing/fact_sheets/media/SE_Topic_ServiceBulletins_AircraftOwner.pdf</p>
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Federal Aviation Administration (FAA) Description of Airworthiness Concern

Request for Information

The FAA is requesting the following information from owners and operators of the listed models and serial numbers of Piper Aircraft listed in the effectivity of this Airworthiness Concern Sheet (ACS).

- 1) Have you accomplished the modification prescribed in Piper Service Bulletin 991A, to alter the fuse protecting the solid state alternator out light switch on your aircraft? This may be determined by reviewing the aircraft logbook or inspecting the aircraft installation.

If the answer to question 1) was ‘Yes’:

- a. Please provide feedback to the FAA that Piper SB 991A has been accomplished on your aircraft.

If the answer to question 1) was ‘No’ or “Unknown”:

- b. Does the aircraft have an alternate method to ensure that if the alternator out light solid state switch fails, there is still a safety barrier in the aircraft or if cannot be determined please simply respond with “No” or “Unknown”? If there is an alternate method please provide detail of the installation.

- 2) Please reply to the FAA contact listed in the ACS with your answer to the inquiry and provide the aircraft model and serial number of your airplane.

This Airworthiness Concern Sheet (ACS) is intended as a means for FAA Aviation Safety Engineers to coordinate airworthiness concerns with aircraft owners/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 Airworthiness Directive (AD) action or a Special Airworthiness Information Bulletin (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 club comments.

<p>Attachments:</p> <p><input type="checkbox"/> Service Difficulty Report</p> <p><input type="checkbox"/> Accident/Incident Data System</p> <p><input checked="" type="checkbox"/> Service Letter / Bulletin</p> <p><input type="checkbox"/> Special Airworthiness Information Bulletin</p> <p><input type="checkbox"/> Federal Aviation Administration or National Transportation Safety Board Safety Recommendation</p> <p><input type="checkbox"/> Airworthiness Directive</p> <p><input type="checkbox"/> Alternate Means of Compliance</p> <p><input type="checkbox"/> Risk Analysis</p> <p><input type="checkbox"/> Other:</p>	<p>Transmittal:</p> <p><input checked="" type="checkbox"/> Federal Aviation Administration (FSDO)</p> <p><input checked="" type="checkbox"/> Airplane Owners and Pilots Association</p> <p><input checked="" type="checkbox"/> Experimental Aircraft Association</p> <p><input checked="" type="checkbox"/> Type Club</p> <p><input type="checkbox"/> Type Certificate Holder</p> <p><input type="checkbox"/> Other:</p>	<p>Response Requested By:</p> <p><input type="checkbox"/> Emergency (10 days)</p> <p><input checked="" type="checkbox"/> Alert (30 days)</p> <p><input type="checkbox"/> Information (90 days)</p>
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