



Airworthiness Bulletin

AWB 27-024 Issue 1 – 22 October 2025

Possible Presence of Corrosion in PA-25 Jury Struts.

An Airworthiness Bulletin is an advisory document that alerts, educates and makes recommendations about airworthiness matters. Recommendations in this bulletin are not mandatory.

1. Effectivity

Piper aircraft, models PA-25, PA-25-235 and PA-25-260 for all serial numbers and certificates in any category.

2. Purpose

The purpose of this Airworthiness Bulletin (AWB) is to provide an official English version of ADVERTENCIA 309/DAG R1 pending formal publication of “ADVERTENCIA 309/DAG R1 – ENG” by ANAC Argentina on their official website.

3. Background

ANAC Argentina have recently published “ADVERTENCIA 309/DAG R1” effective 07 May 2025 addressing possible presence of corrosion in the jury struts.

In response to CASA request, ANAC Argentina supplied the official English version, “ADVERTENCIA 309/DAG R1 – ENG,” for use by international PA-25 operators.

Note: The document “ADVERTENCIA 309/DAG R1 – ENG” was correct at time of publication.

4. Recommendations

CASA recommends that operators and maintainers:

1. Familiarize themselves with the contents of ANAC Argentina “ADVERTENCIA 309/DAG R1”.
For an official issue of ANAC Argentina “ADVERTENCIA 309/DAG R1” please contact Administración Nacional de Aviación Civil | Argentina.gob.ar.
2. Review the ANAC Argentina official English translated version of “ADVERTENCIA 309/DAG R1 – ENG” in Appendix A
3. Rectify any defects and conduct any on-condition, repetitive inspections in accordance with the instructions on “ADVERTENCIA 309/DAG R1 - ENG”.
4. Ensure that all maintenance actions taken are noted in the aircraft logbook.
5. Report all defects to ANAC Argentina, Lavia Argentina S.A. and CASA (see Section 5 below).



5. Reporting

Findings of corrosion in the jury struts should be reported to CASA as a major defect under regulation 51A of the Civil Aviation Regulations (CAR) (1988) or division 42.C.4 of the Civil Aviation Safety Regulations (CASR) (1998), as applicable.

Reports to CASA can be submitted online via CASA's online [Defect Reporting System \(DRS\) Portal](#) or via [Form 404](#). Guidance on how to submit a report can be found on the [CASA website](#) and within [CASA Advisory Circular 20-06](#).

The aircraft type certificate holder, Lavia Argentina S.A., and ANAC Argentina should also be notified to facilitate global monitoring of the issue.

6. Enquiries

Enquiries with regard to the content of this Airworthiness Bulletin should be made via the direct link email address:

AirworthinessBulletin@casa.gov.au

or in writing, to:

Airworthiness and Engineering Branch
National Operations and Standards
Civil Aviation Safety Authority
GPO Box 2005, Canberra, ACT, 2601



Appendix A



ADVERTENCIA 309/DAG R1

The following ADVERTENCIA is intended to alert Repair Stations, Operators and/or Owners of the aircraft listed below of a condition that might be of their interest. This is information only, and recommendations included are not mandatory.

Buenos Aires, May 7, 2025.

APPLICABILITY:

Repair Stations with rating in Piper, models PA-25, PA-25-235 and PA-25-260 all serial numbers certified in any category.

SUBJECT:

Corrosion in wings's Jury Strut Assy.

BACKGROUND:

Jury Struts (JS) are a vital part on wings with struts, they are intended to increase struts stability in order to avoid buckling under compression loads. Therefore increasing CRITICAL BUCKLING LOAD.

At a festival in Mexico, a Piper PA-25-235 aircraft was performing a low-altitude maneuver when its LH wing strut collapsed, resulting in aircraft loss of control and subsequent impact on the ground.

The investigation carried on by the registration state, revealed the presence of severe corrosion on the outer LH Jury Strut, as shown in Figure 1.



Figure 1 - Intermediate Jury Lift Strut P/N: 64260-000

Figure 1 shows that corrosion reduced the jury strut's cross-sectional area, decreasing its load absorption capacity.



By examining the Annual Inspection Guide, included in the Maintenance Manual of PA-25-235/260 AG Aircraft REV 0: 01-10-2018 issued by the manufacturer, it does not require a JS inspection. This guide only requires inspection of struts, strut ends and bolts for safety and condition, according to Service Bulletin (SB) 528 and 910.

E. WING GROUP						
Remove inspection plates and fairings	0	0	0	0		
Remove fuel tanks cover plates (See note 8)		0	0	0		
Inspect fabric and finish for cracks and damages. If fabric condition is doubtful, refer to FAA AC-43-13-1.		0	0	0		
Inspect conditions of wing's fittings and attachment bolts and check bolts for proper torque (See Piper Service Bulletin No. 551 A)		0	0	0		
Install inspection grommets at drag wires intersection to inspect drag wires tension, wing ribs and compression members for damage. (See Note 21)		0	0	0		
Inspect struts according to Piper Service Bulletin No. 528 and 910, strut ends and bolts for safety and condition		0	0	0		
Inspect aileron hinges attachment for damages, operation and safety (Replace pins, bearing blocks and/or bushings as required)		0	0	0		
Inspect aileron cables, turnbuckles, pulleys and bellcranks for corrosion, damages and operation (See Note 16)		0	0	0		
Inspect flaps hinges attachment for damages, operation and safety (Replace pins, bearing blocks and/or bushings as required)		0	0	0		
Inspect flaps cables, pulleys and bellcranks for corrosion, damages and operation (See Note 16)		0	0	0		
Lubricate according to Lubrication Chart		IP-201	0545	0590	APN-DNSC#ANAC	

After careful analysis of the mentioned SBs, the following was found:

1. SB 910 only applies to models PA-18/18A and PA-19, but it does not apply to PA-25 Series.
2. SB 528D applies to PA-25 Series and requires JS to be inspected for condition.

Figure 2 shows instructions required in SB 528D.

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INSTRUCTIONS:

1. Prepare the aircraft for the removal of wing lift struts by supporting the wing as necessary.
2. Remove the old wing lift struts.
3. Inspect clamps, hardware, fairleads and jury struts for condition and replace as necessary. Note that the new Piper sealed lift strut assemblies incorporate the latest configuration fork bolt assembly.
4. Refer to the Part Number Supplement on Page 6 of this Service Bulletin to determine the proper wing lift strut part number for the appropriate aircraft.
5. Install, rig, and adjust the new sealed lift strut assemblies as required. **Note:** Use appropriate Piper Service Memo and Owners Handbook as required to accomplish proper rigging.
6. Install "No Step" Decal, Piper Part Number 80944-02, on each wing lift strut approximately six (6) inches from the bottom of the struts, or paint the statement "NO STEP" in one (1) inch minimum high letters, in a color which contrasts with the airplane color, on each wing lift strut approximately six (6) inches from the bottom of the struts, and in such a direction that the "No Step" caution can be read when entering and leaving the airplane.
7. Make appropriate logbook entry of compliance with PART II of this Service Bulletin for strut(s) replaced.

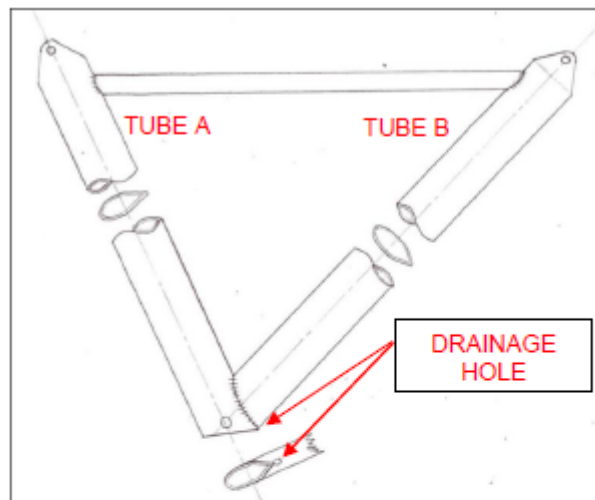
Figure 2: SB N° 528 D

It can be concluded that the Inspection Guide issued by the manufacturer only requires a partial implementation of the SB 528D, since it is only required strut's inspection and not JSs inspection, as required by SB.

Later, a careful reviewing was made over the JS drawings applicable to the PA-25 Series, and the following findings were discovered:

1- For P/N 61066 (Strut assy – Jury), applicable only to PA-25, the dwg indicates a drainage hole in the lower portion of the rear tube. That hole is 0.098-inch diameter.

2- The RH figure shows exactly where the drainage hole is located.



3- The upper-end lugs, which connects the JS with the Struts, are open. This condition might result in water entering inside the tubes. Therefore, the drainage hole must be free of blockage in order to drain properly. Since TUBE A and TUBE B intersection is welded, TUBE B might only drain via the drainage hole described before. For the TUBE A, it is open in both ends.



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- 4- For the PA-25-235 and PA-25-260 model, manufactured from January 28, 1964 and on, JSs which were installed have all of its edges sealed by welding. This seal can be seen on both ends, either upper or lower end.
- 5- It is likely to find JSs manufactured prior to the date specified above installed on PA-25-235 and PA-25-260 model with its lower end opened.
- 6- The following figures show this type of JSs, with its lower end opened.



Figure 3 – Strut assembly inboard jury P/N 64262

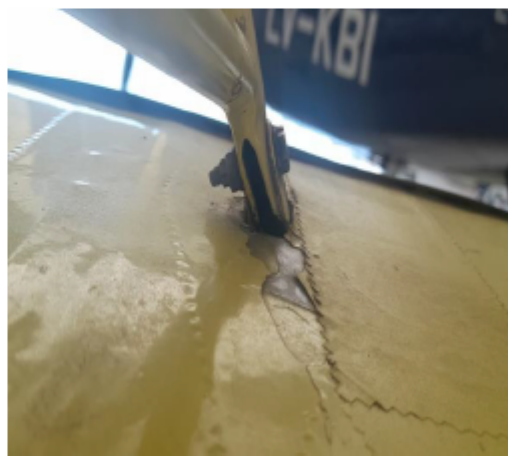


Figure 4 – Strut assembly outboard jury P/N 64261

- 7- Figures 3 and 4 show JSs that are OPEN in their lower end. However, their upper end is SEALED, as shown in Figure 5:



Figure 5 – Strut assembly inboard jury P/N 64262

This condition might lead to corrosion inside the JSs due to ambient humidity.



RECOMMENDATIONS:

Based on the before mentioned scenario, ANAC recommends all Repair Stations during the strut inspection required by INSPECTION CHECKLIST, item E, 6th step, to perform the tasks described in SB 528D to inspect the JSs, according to the deadlines described in that SB.

If any of the JS's tubes show signs of external corrosion, perform an ultrasonic NDT, to verify the tube wall thickness. The JSs were manufactured with 0.035 inches thickness tubes. Tubes with a reduction of up to 10% are acceptable, giving a minimum allowable wall thickness of 0.0315 inches.

In addition:

- 1- For P/N 61066 (Strut assy. – Jury) used in the PA-25, during each annual inspection, verify that the drain hole is free of any obstruction. If the hole is blocked, perform an ultrasonic NDT to check tube's wall-thickness as indicated in the 2nd paragraph of the RECOMMENDATIONS section.
- 2- For JSs installed on PA-25-235 and PA-25-260 with the following P/N:
 - a. 64262 (Strut assembly - Inboard jury)
 - b. 64261 (Strut assembly – Outboard jury)
 - c. 64260 (Strut – Intermediate outboard jury)
 - d. 64259 (Tube assembly – Support, outboard jury strut)

Every Annual Inspection check that all JS's ends are sealed. If any of the them does not have all of their ends sealed, perform an ultrasonic NDT every 500-flight hours or every 5 years, whichever occurs first, to verify tube's wall-thickness as indicated in the 2nd paragraph of the RECOMMENDATIONS section

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