



**SAIB:** 2022-24R1

**Date:** November 14, 2023

**SUBJ:** Wing, Attach Fittings

*This is information only. Recommendations aren't mandatory.*

## **Introduction**

This Special Airworthiness Information Bulletin (SAIB) is being issued to alert owners, operators, maintenance technicians, and inspectors of an airworthiness concern for **Seamax Aircraft LTDA (Seamax) Model M-22** light-sport airplanes which incorporate the foldable wing optional assembly. Specifically, this SAIB provides procedures to inspect the wing strut attachment hardware for proper security.

At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) part 39. However, the Seamax M-22 is a Light –Sport category aircraft, and Seamax Aircraft LTDA issued a Safety Directive for this issue. Compliance is mandatory per the operational limitations that are provided with the airworthiness certificate.

## **Background**

On October 6, 2022, a Seamax M-22 light-sport airplane, registration number N46PD, was destroyed in an accident near East Hampton, New York. The private pilot was fatally injured. The airplane was operated under 14 Code of Federal Regulations Part 91 as a personal flight.

As documented in NTSB preliminary report ERA23FA007, the right wing was separated from the main wreckage and located in a tree, and the right wing strut was separated from the right wing. The bolt attaching the right strut to the right wing remained attached to the right wing and was not fractured; however, the nut was not present. In addition, the bolt threads did not exhibit significant damage. The NTSB's investigation of this even is ongoing and a probable cause has not been determined.

Seamax has previously issued two Service Bulletins which provide instructions for inspecting the wing attachment areas. Seamax Service Bulletin SB\_001\_09 dated February 3, 2009 provides instructions for a one-time visual inspection on bottom wing strut fitting ends. Seamax Service Bulletin SB\_001\_20 dated May 14, 2020 provides instructions for a repetitive visual inspection of the stainless-steel connection of wing strut to fuselage to be performed during all preflight checks.

The original revision of this SAIB dated December 23, 2022 recommended owners and operators of Seamax M-22 light-sport airplanes which incorporate the foldable wing optional assembly perform the actions of Seamax Service Bulletins SB\_001\_09 dated February 3, 2009 and SB\_001\_20 dated May 14, 2020. Seamax has since released Safety Directive/Alert SD\_003\_23 dated September 19, 2023, which provides instructions to replace the nuts and bolts of the attachment points of the upper terminal of both wing struts. SAIB 2022-24 is therefore revised to notify owners of Safety Directive/Alert SD\_003\_23, while also retaining the original recommendations.

## Recommendations

The FAA recommends owners and operators of Seamax M-22 light-sport airplanes which incorporate the foldable wing optional assembly perform the following actions:

- Comply with Seamax Service Bulletins SB\_001\_09 dated February 3, 2009.
- Continue to comply with SB\_001\_20 dated May 14, 2020.
- Continue to inspect the wing strut hinge points, as shown in Figures 1 and 2, to ensure proper installation and attachment of the nuts prior to every flight.
- Review and comply, as necessary (reference 14 CFR 91.327), with Seamax Safety Directive/Alert SD\_003\_23 dated September 19, 2023, which provides instructions to replace the nuts and bolts of the attachment points of the upper terminal of both wing struts.



Figure 1: Upper wing strut attachment



Figure 2: Lower wing strut attachment

### **For Further Information Contact**

John Stoll, Light Sport Aircraft Program Manager, Product Policy Management: Systems Standards Section (AIR-63A), FAA Policy and Innovation Division at [John.Stoll@faa.gov](mailto:John.Stoll@faa.gov)

Or Kristi Bradley, General Aviation Safety Coordinator, Fleet Safety Section (AIR-723), Compliance and Airworthiness Division at [Kristin.Bradley@faa.gov](mailto:Kristin.Bradley@faa.gov)