



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# **Aviation Maintenance Alerts**

**AC No. 43-16A**

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A large, stylized graphic of a wing or tail section, composed of several sharp, black, triangular shapes pointing downwards and to the right, positioned to the left of the word 'ALERTS'.

# **ALERTS**

**ALERT NO. 243  
OCTOBER 1998**

**Improve Reliability-  
Interchange Service  
Experience**

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**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
WASHINGTON, DC 20590**

## AVIATION MAINTENANCE ALERTS

The Aviation Maintenance Alerts provide a common communication channel through which the aviation community can economically interchange service experience and thereby cooperate in the improvement of aeronautical product durability, reliability, and safety. This publication is prepared from information submitted by those who operate and maintain civil aeronautical products. The contents include items that have been reported as significant, but which have not been evaluated fully by the time the material went to press. As additional facts such as cause and corrective action are identified, the data will be published in subsequent issues of the Alerts. This procedure gives Alerts' readers prompt notice of conditions reported via Malfunction or Defect Reports. Your comments and suggestions for improvement are always welcome. Send to: FAA; ATTN: Designee Standardization Branch (AFS-640); P.O. Box 25082; Oklahoma City, OK 73125-5029.

### AIRPLANES

#### AERONCA

##### **Aeronca; Model 65-CA; Tailwheel Spring Retention Clip Failure; ATA 3220**

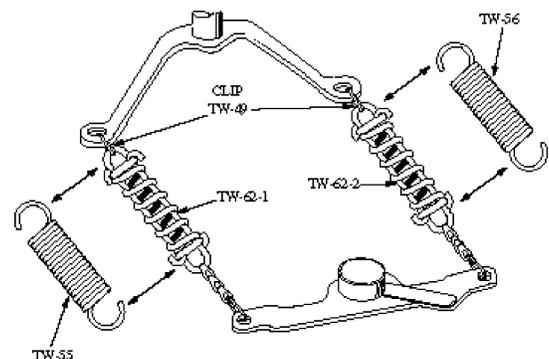
While landing the aircraft, the pilot lost directional control, and the aircraft sustained damage.

Maule Aerospace Technologies, Inc., manufactures the tailwheel assembly. The right tailwheel spring retention clip (Maule P/N TW-49) came loose. The owner/pilot stated this was the second time the right spring retention clip had failed on this aircraft. He offered no probable reason for the disengagement of the spring retention clip. (Refer to the following illustration.)

The manufacturer has issued optional springs for the tailwheel assembly. The standard springs (P/N's TW-55 for the left and TW-56 for the right) are tension-type springs and have an open-hook end for connection of the clip. The optional springs (P/N's TW-62-1 for the left and TW-62-2 for the right) are compression-type springs that have a closed end for connection of the clip. The optional springs with the closed end should provide better retention of the clips.

The submitter stated that it appeared the clip moves and changes position when the pilot uses the rudder and causes the clip to disconnect. The manufacturer is not aware of repeated clip disconnect failures on other aircraft.

Part total time-162 hours.



#### BEECH

##### **Beech; Model 36; Bonanza; Missing Bolt; ATA 3230**

When the nosewheel contacted the ground, the nose gear collapsed.

An investigation revealed a missing actuator rod attach bolt (P/N 35-825108).

Since the bolt was completely gone, it was difficult to determine whether the failure occurred as a result of a cracked and severed bolt part, or if the safety was not installed. In either case, this area deserves your attention during inspections.

Part total time-4,577 hours.

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**Beech; Model A36; Bonanza; Defective Fuel Housing; ATA 2800**

During an annual inspection, a visual inspection of the fuel screen and housing (P/N 45-920036-9) revealed an "unmachined" area where the fuel screen meets the internal stop. The "unmachined" piece broke away from the housing metal. The size of this area measured 1/8 inch by 2 inches.

The technician did not find any metal debris in the fuel screen or fuel injection control screen. The submitter stated this problem originated during manufacturing and suggested a one-time inspection of the fuel bowl housing for signs of metal separation. The technician removed the fuel screen housing and sent it to the FAA for inspection.

Part total time-1,251 hours.

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**Beech; Model A36; Bonanza; Nose Gear Extension Failure; ATA 3230**

The nose landing gear's aft retract rod-end (P/N AHML6 NMB) failed, and the nose landing gear did not extend. This resulted in an accident.

After an inspection, the technician discovered previous maintenance personnel installed the part in the wrong location. The part was used as the aft rod-end, but it was designed to be the forward rod-end. Since engineering did not design the bearing case to withstand radial loads, the bearing case cracked and spread open in the shape of a "C." The center bearing and bolt separated from the casing, and the rod-end casing and attached retract rod fell to the bottom of the aircraft's fuselage, making it impossible to extend or retract the nose landing gear. The failed rod-end was in the wrong location because a previous technician

installed the aft retract rod backwards. Rod-end (P/N ARHT5ECR NMB) is the correct part for the installation.

The submitter states that in earlier serial-numbered Beech aircraft, the aft retract rod used the same thread size at both ends of the rod, one for the left-hand thread and one for the right-hand thread. Somewhere in the production run, Beech changed the design to use two different size rod-ends and redesigned the forward end to make it almost impossible to install the rod backwards.

The submitter states the current parts book is misleading because it shows the rod installed backwards and (P/N ARHT5ECR) as the forward rod-end. This puts the current production (P/N ADNEL6-327) rod-end at the gear box.

The Beech redesign makes it almost impossible to install the rod backwards; however, with great difficulty, it is possible. Be cautious if the job seems more difficult than expected. You may avoid an accident by asking an experienced technician for advice.

Part total time-unknown. Aircraft total time-5,100 hours.

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**Beech; Model 58; Baron; Nose Gear Actuator Attach Point Crack; ATA 3211**

The original-style nose gear upper drag brace broke at the weld for the actuator attach point.

The submitter speculated that age or internal corrosion caused the crack.

If you discover this problem on an aircraft, you may contact Beechcraft. Beechcraft offers a new-style casting drag brace assembly kit.

Part total time-7,439 hours.

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**Beech; Model 76; Duchess; Baggage Door Bonding Failure; ATA 5230**

During an annual inspection, the technician noticed corrosion on the lower half of the baggage door's (P/N 169-430015-35) outer skin (P/N 169-430015-33).

Further inspection revealed the corrosion began on the inside of the door and perforated the skin. The skin became loose, and one-third of the door's perimeter experienced bonding failure.

The submitter recommends internal inspections of the door assemblies.

Part total time-6,471 hours.

**Beech; Model B100; King Air 100; Smoke in Cabin; ATA 5400**

After landing the aircraft, the pilot placed the propeller in the beta range, and smoke filled the cabin.

An inspection revealed a loose pin that seals the access hole in the engine truss tubes. The manufacturer designed the pin to seal the hole after the installation of an anticorrosion compound. Due to the loose pin, the anticorrosion compound leaked out of the tube, came in contact with the hot exhaust pipe, and began to smoke. When the pilot placed the propellers in the beta range, the smoke entered the engine inlet, the environmental system, and the cabin.

By following the procedures provided by the Raytheon Corporation's Technical Support Department, the technician cleaned the pin, cleaned the area around the pin, and installed new structural adhesive sealant.

Part total time-5,605 hours.

**Beech; Model B200; Super King Air; Engine Flamed Out; ATA 7314**

While in cruise flight, the right engine flamed out and did not restart. The pilot made a safe landing and reported the problem to maintenance personnel.

The technician stated the engine started normally; however, it flamed out when the technician powered it up to 100 percent. The technician stated the high pressure, engine-driven fuel pump (Sunstrand Model 025323-300-02) caused this problem. The spline drive shaft from the accessory section to the fuel pump was stripped; however, enough sheared metal remained in the drive coupling to allow the drive to engage intermittently. The technician replaced the pump and drive shaft, and the engine functioned normally.

The submitter stated metal fatigue may be the cause of this problem.

Part total time-7,314 hours.

**CESSNA****Cessna; Model 150M; Commuter; Broken Aileron Trim Cable; ATA 2731**

During a routine preflight inspection, the pilot reported that the elevator trim (P/N 0400107-130) was totally unresponsive.

The technician gained access to an area of the tail section that is very difficult to reach. Closer inspection revealed the steel cable (P/N 0400107-157) which connects the cockpit trim wheel to the trim tab on the elevator had broken in two, as a result of severe rust. Due to the difficulty in accessing this area, maintenance personnel may have overlooked this problem for quite some time.

Maintenance personnel must inspect all areas of the aircraft, even though some areas are difficult to access.

Part total time not reported.

**Cessna; Model 172P; Skyhawk II; Pitot System Leak; ATA 3414**

The pilot reported a lower-than-normal airspeed indication for known attitudes and power settings.

The technician pressure checked the pitot/static system and found a leak. Also, the technician found the pitot heat wiring chafed and contacting the pitot pressure tubing. The wiring melted a hole 3 inches above the connector in the pitot pressure tube (P/N S1071-1).

Within 2 days of this incident, the same problem occurred on another Cessna 172. The technician replaced the pressure tubing and secured the wiring away from the tubing on both aircraft.

Part total time-unknown.

**Cessna; Model R182; Skylane; Broken Nose Gear Downlock Pin; ATA 3233**

The technician inspected the nose gear rigging and discovered a broken nose gear actuator downlock pin (P/N 1280514-9). The break occurred at a "machined" groove designed for the addition of a roll pin.

The downlock pin has a history of working itself loose; therefore, the manufacturer added a roll pin to retain the downlock pin in the proper position. Be aware that the modification may create another problem if the new part is retrofitted. The submitter stated the crack developed in a short time period.

Part total time-89 hours.

**Cessna; Model U206F; Broken Wing Strut Bolt; ATA 5700**

During an annual inspection, the inspector noted that two nuts (P/N MS21042L5) at the right wing strut (P/N 1227007-8) upper attach fitting had cracked completely through to the bolt.

It was just a matter of time before the nuts would have separated from the bolt leaving the bolt vulnerable to vibrate loose, thus compromising the wing strength which may have led to an in-flight structural failure.

This was another good catch that may have saved a life.

Part total time-2,827 hours.

**Cessna; Model 208B; Grand Caravan; Improperly Routed Trim Cable; ATA 2731**

While removing the elevator trim actuator, the technician noted the trim control cable incorrectly routed beneath the gusset (P/N 2612069-1) in the tail cone rather than through the gusset. The incorrect routing caused the cables to ride against the aft flange of the gusset.

The gusset incurred minimal damage with less than 1/32 of an inch removed from the gusset flange and no apparent damage to the control cables. There was no indication of removal or rerouting of the cable since the aircraft's delivery.

As a precaution, the submitter recommends that aircraft which are within the range of serial number (SN) 0456 be inspected for incorrectly routed trim cables.

Part total time not reported.

**Cessna; Model 210L; Centurion; Delaminated Downlock Shell Assembly; ATA 3230**

While on approach for a landing, the pilot lowered the landing gear handle, and the left main gear light failed to illuminate. The pilot used the emergency gear extension procedure to lock the gear into the "down" position.

During the subsequent inspection, the technician found the interior of the downlock shell (P/N 1241630-7) had peeled back on the left side of the assembly. This interfered with the main leg's full travel and prevented the overcenter locks from engaging properly.

The submitter states the probable cause of this problem is that the rubber composite insert became brittle with age and delaminated.

Part total time-1,221 hours.

**Cessna; Model 310R; Broken Gear Door Idler Arm; ATA 3231**

The pilot reported a loud bang when he selected the gear to the "down" position. The pilot made a safe landing.

The technician conducted a postflight inspection and discovered the left main gear door was hanging open. Closer inspection showed that for the seventh time in a fleet of six Cessna 310's, the main gear idler bellcrank arm (P/N 0841106-5) had broken off its assembly. The submitter stated that maintenance had inspected this aircraft 3 months earlier.

Part total time-5,741 hours.

**Cessna; Model 402B; Businessliner; Wingtip Damage; ATA 5720**

During a 50-hour inspection, a technician noticed a crack in the wing skin at the most aft outboard section of the right wing.

After a closer examination, the technician observed two sheared rivets at the outboard hinge bracket assembly (P/N 5021002-13) attachment. These are the same rivets that attach the tiptank support brackets (P/N's 0822040-29 and 30) to the wing. The most outboard wing rib had also cracked in the most aft lower section (P/N 0822040-18). The tiptank stringer at the most aft point displayed evidence of slight damage that a strike may have caused.

The submitter states the probable cause was due to the wing being struck by a solid object in the area of the tiptank stringer. This, in combination with the weight of full fuel in the bouncing tiptanks, contributed to the rivet shearing and metal cracks.

Part total time-not reported.

**Cessna; Model 441; Conquest II; Canted Rib Crack; ATA 5712**

This Malfunction or Defect Report (M or D) is the first entered from our electronic mail form on the AFS-600 Website (<http://www.mmac.jccbi.gov/afs/afs600>). The submitter included all pertinent information including his telephone number for clarification of information. Thank you Mr. B.E.N.

During a phase inspection, the technician noted that the canted rib (P/N 5722206-1) of the right wing was cracked at the aft side of the wing spar. The crack was approximately 1 inch long and traveled aft parallel to the bend radius.

The submitter followed the manufacturer's instructions and stop drilled the crack.

Part total time-4,883 hours.

**Cessna; Model 550; Citation II; Flap Bellcrank Damage; ATA 2750**

During a routine inspection, the technician discovered excessive side-to-side play at the left inboard flap's outboard bellcrank.

Removal of the bellcrank revealed that both the upper and lower bearings were severely corroded and frozen in place. A large quantity of rusty water flowed out of the bellcrank tube revealing corroded spacers and mounting bolts.

The submitter states a drain hole in the bellcrank tube may solve this problem.

The M or D report was forwarded to the aircraft certification office for action.

Part total time-8,994 hours.

## MOONEY

### **Mooney; Model M20C; Ranger; Landing Gear Switch Defect; ATA 3234**

When the pilot placed the landing gear selector switch (P/N 1TL149-3D) in the down position, the gear remained up. When he cycled the switch through the up and down positions, the gear went down normally.

During an operational check, the gear worked properly for about one-half of the cycles. The technician replaced the switch, and the gear cycled reliably.

The submitter suggested that owners of high-time aircraft consider replacing this switch to avoid the possibility of a gear-up landing.

Part total time-2,556 hours.

### **Mooney; Model M20C; Ranger; Rudder Attach Point Cracked; ATA 5540**

During an annual inspection, the technician discovered a cracked lower attachment ear of the upper attach hinge assembly of the vertical stabilizer. Further investigation revealed a cracked lower ear of the lower hinge bracket (P/N 914002-13).

The submitter speculates that improper rudder and rudder bolt installation procedures are the probable causes of the failure.

The submitter stressed the importance of following proper procedures to ensure public safety.

Part total time-2,910 hours.

### **Mooney; Model M20C; Ranger; Nosewheel Shimmy; ATA 3222**

The pilot experienced a violent nosewheel shimmy during the landing rollout.

An inspection revealed the rudder horn interconnect (P/N 7150) broke at the weld and caused additional damage to the upper gear

structure (P/N 5074). The submitter stated the crack existed before the rudder horn interconnect actually broke.

The submitter stated one can find cracks by conducting recurring nondestructive testing inspections on this old-style horn assembly.

Part total time-2,643 hours.

### **Mooney; Model M20C; Ranger; Chafed Fuel Line; ATA 2820**

An annual inspection revealed that the 4-inch long aluminum fuel line (which connects the gascolator with the "firewall through fitting" near the left rudder pedal) chafed nearly through at the halfway point in the line. The carburetor heat-control cable which passes close to the fuel line where it goes through the firewall caused the chafing.

The submitter stated this area is difficult to inspect and requires the use of a mirror and flashlight. The submitter replaced and rerouted the line and applied antichafing material to the carburetor cable.

The submitter recommends that all make and models with similar equipment configurations receive close inspections in this area. The submitter also suggested checking the security of the "b-nuts" at each end of the line's attach points.

Part total time-2,600 hours.

### **Mooney; Model M20E; Chaparral; Faulty Transistor in Flasher Module; ATA 3340**

During flight, smoke emanated from under the instrument panel, and the pilot made a safe landing.

Further investigation revealed that the light flasher module (LASAR Kit 138) had overheated. Except for the overheating, the unit appeared to be operating normally. Tests on the module revealed that one of four transistors (P/N IRFZ40) had failed, and the circuit board became hot.

The FAA received a proposed product improvement change for approval. The change will improve the heat sink and add a thermofuse to the power circuit to prevent reoccurrence of this problem. Authorities advised the Van Nuys Manufacturing Inspection District Office (MIDO) of this problem.

Part total time-19 hours.

**Mooney; Model M20F; Executive; Chafed Propeller Governor Oil Line; ATA 6122**

The inspection following an engine removal revealed extreme chafing and/or damage to the propeller governor's external oil line. The damaged area was at the governor end approximately 5 inches from the "b-nut" attachment.

The damaged area measured approximately ¼ inch by ½ inch, and the wear was nearly through the tube wall thickness. Maintenance personnel accomplished AD 90-04-06 678 hours earlier. The aircraft had five annual inspections accomplished since that time, and the AD-required clamping was present and intact.

The engine mount tubing incurred similar damage. Welding repaired the damage. The extent of the wear indicates that the parts were in constant contact rather than coming into temporary contact during the start and shutdown motion caused by torque.

Internal sources are reviewing some valid recommendations made by the submitter. He further stated, "The need for more diligent and professional efforts by inspecting agencies is obvious."

Part total time-678 hours.

**Mooney; Model M20J; 201; Magneto Fell Off Engine; ATA 7414**

After reaching 4,500 feet in a climb level-off, the engine failed, and the pilot made a safe landing.

The resulting investigation revealed one of the magnetos fell off the engine. While complying with AD 78-09-07R3 4 months earlier, the technician removed the magneto. When he reinstalled the magneto, he used a flanged-type gasket (P/N 62224) instead of the proper round gasket (P/N LW12681). Due to this error, gasket material became compressed between the magneto hold-down clamps and the accessory housing and resulted in the improper torque setting and ultimate failure.

The submitter stated one cannot overemphasize the use of common sense and following proper procedures.

Part total time-unknown.

**Mooney; Model M20J; 201; Landing Light Short Circuit; ATA 3340**

A routine inspection revealed a previous maintenance technician routed the landing light wire from the light through the cowling, and it came in contact with the number one cylinder exhaust stack.

This has been a recurring problem, and it is important that mechanics and pilots be aware one can observe wire and exhaust stack clearance by viewing the area in question through the right cowl flap opening.

Part total time-1,745 hours.

## PIPER

**Piper; Model PA 24-250; Comanche; Landing Gear Failure; ATA 3230**

During a landing approach, the landing gear did not extend when the pilot placed the selector in the "down" position. The pilot extended the landing gear by using the emergency system and made a safe landing.

After a lengthy investigation, maintenance personnel determined that the 30 amp landing gear motor circuit breaker was defective. The circuit breaker would allow normal electrical

current flow in a "no load" condition. When the technician activated the landing gear, only a minimal amount of electrical current passed through the circuit breaker. The circuit breaker remained set and did not open the circuit.

This information may save some time if the pilot reports a landing gear failure.

Part total time not reported.

**Piper; Model PA 28R-180; Arrow; Loose Wing Flap Hinge Bracket Ribs; ATA 5753**

During an annual inspection, the technician found the left and right wing flap outboard hinge bracket ribs loose.

The hinge bracket ribs (P/N 62328-40 for the left and P/N 62329-01 for the right) were loose where they attached to the wing flaps. The hinge bracket ribs displayed corrosion residue that may have caused the brackets to loosen.

Part total time-4,500 hours.

**Piper; Model PA 28RT-201; Arrow; Defective Landing Gear System; ATA 3230**

After takeoff, the landing gear failed to retract. The pilot returned to the departure airport and landed safely.

An inspection of the system revealed congealed and contaminated hydraulic fluid in the pump reservoir. The technician removed and overhauled the hydraulic pump and cleaned and purged the entire system. After installing the overhauled pump and servicing the system with new fluid, the landing gear functioned normally. The submitter suggested that the hydraulic system be flushed and the fluid replaced every 5 years or 1,000 operating hours. This procedure coincides with the flexible fluid line replacement time.

Part total time-1,552 hours.

**Piper; Model PA 31-310; Navajo; Cockpit Lighting Defect; ATA 3310**

When the pilot activated the instrument panel lights, smoke emitted from the instrument panel. The pilot shut off all unnecessary electrical power and made a safe landing.

An investigation revealed that the instrument panel light dimmer assembly (P/N B-00269-4) was burnt and displayed evidence of exposure to high temperature. No other defects were found, and the system functioned normally after the dimmer assembly was replaced. The pilot stated this was the second such failure he had experienced and questioned the integrity of the dimmer assembly.

Part total time-423 hours.

**Piper; Model PA 31-350; Chieftain; Fuel Leak; ATA 2823**

After landing, the pilot detected a strong odor of fuel in the cockpit.

Maintenance personnel discovered that when the fuel pumps and the emergency pump were operating, fuel leaked from the relief valve (P/N R69080J4A) gasket.

Textron Lycoming Service Bulletin (SB) 529 and Crane/Lear Romec SB 101SB020 provide information on this subject. This aircraft was in compliance with SB 529 and SB 101SB010 during the last inspection which was 3 operating hours prior to this event. At the time of the inspection, there was no fuel leakage, and the fasteners were secure.

The fuel relief valve manufacturer is developing a new design which will prevent this problem. When you find any deformation of the relief valve gasket, replace it immediately.

Part total time not reported.

**Piper; Model PA 34-200T; Seneca; Nose Landing Gear Failure; ATA 3230**

During a landing approach, the pilot selected the gear handle to the “down” position, and the nose landing gear indication was “unsafe.” The pilot made several attempts to use the emergency extension system, but the system failed to lock down the nose gear. When the pilot landed the aircraft, the nose gear collapsed, and the aircraft sustained extensive damage.

After an inspection, the technician stated the nose gear failed due to bolt (P/N 400-004 or AN4-7A) failure. The bolt separated at the junction of the head and shank. When the bolt failed, it allowed the steering channel to pivot out of position and prevented the nose gear from fully extending. It is recommended that this area receive special attention during scheduled inspections. Pilots and maintenance personnel should be aware that excessive looseness in the nose steering may indicate a potentially dangerous condition. The submitter speculated that the cause may be exceeding the nose steering turn limits during ground operations.

Part total time not reported.

**Piper; Model PA 34-220T; Seneca; In-Flight Engine Vibration; ATA 6110**

The pilot experienced severe vibration that seemed to come from the right engine, and attempts to adjust the propeller synchronization only made matters worse. The pilot made a safe landing.

During an investigation, the technician found the right engine propeller improperly installed. A previous technician installed the propeller 180 degrees off of the index. Evidently, someone installed the propeller and did not have the experience, knowledge, technical data, tools, and/or qualifications to properly complete this job.

Part total time not reported.

**Piper; Model PA 42-720; Cheyenne; Electrical System Failure; ATA 3340**

During cruise flight, smoke, with a distinctive “electrical” smell, came out of the overhead switch panel. The pilot shut down all of the unnecessary electrical systems and found three exterior light circuit breakers open. The pilot did not reset the exterior light circuit breakers (strobe lights, navigation lights, and recognition lights) during flight.

While investigating this defect, maintenance personnel discovered that when any of the three light circuit breakers were reset, an electrical disconnect plug (E367), located in the overhead switch panel, became very hot and emitted smoke.

The submitter speculated that corrosion on the plug pins or the plug becoming partially disconnected caused the defect.

Part total time-5,012 hours.

**Piper; Model PA 44-180; Seminole; Defective Carburetor Air Box; ATA 7160**

During a scheduled inspection, the technician discovered a broken right engine carburetor air box inlet tube.

The technician reported that this is the second incidence of this problem. During the previous 100-hour inspection, the technician found a broken left engine carburetor air box (P/N 86245834) at the same location. The left engine air box had been in service for 100-hours.

The submitter stated engine vibration and possibly inadequate welding during construction caused this problem.

The submitter recommended that special attention be given to the carburetor air box during scheduled inspections.

Part total time-195 hours.

**Piper; Model PA 46-350; Malibu Mirage; Turbocharger Oil Leak; ATA 8120**

After takeoff, the pilot noticed a low oil pressure indication and made a safe landing.

An inspection disclosed a broken right turbocharger oil tank supply tube. The tube broke at its weld to the tank. The turbocharger pumped oil overboard, and only 1.5 quarts remained.

The submitter suggested that technicians pay close attention to the condition of weld attachments during scheduled inspections.

Aircraft total time-265 hours.

**Piper; Model PA 60-601P; Aerostar; Improper Wheel Assembly Bolts; ATA 3246**

The submitter found several Cleveland wheel assembly bolts broken.

The problem lies with the substitution of wheel half bolts (P/N AN5-35A) with an identical part number obtained from a source other than the wheel manufacturer. Cleveland heat treats the bolts to a higher tensile strength and identifies these bolts with "SPEC" on the head. Cleveland uses untreated bolts (P/N AN5-35A) on many of their other wheel assemblies; however, do not use untreated bolts for the Aerostar wheels (P/N 551-787). Inspections should include a close check of bolt heads to make sure the proper head marking is present.

Part total time varies.

**SABRELINER**

**Sabreliner; Model 265-80; Sabre 75A; Structural Defects; ATA 5280**

During a scheduled inspection, the technician discovered cracks inside the nose landing gear wheel well at the landing gear web area.

The cracks appeared on the left and the right sides of the wheel well between fuselage stations (FS) 99 and 108. The cracks traveled

from the aft upper gear door hinge cutout to the upper aft rivet. Each crack was approximately 1 inch long and terminated at a rivet hole.

An inspection of five other aircraft from the fleet revealed similar defects in all of the aircraft. The damage is limited to the web area forward of the nose gear trunion at the door hinge cutout.

The manufacturer is developing a repair scheme for this type of defect.

The aircraft averaged 13,367 operating hours and 9,506 landings.

**HELICOPTERS**

**SURPLUS MILITARY HELICOPTERS AND PARTS**

The FAA, Rotorcraft Certification Office, ASW-110, located in Fort Worth, Texas, submitted the following information. This article pertains to any model military surplus helicopter being presented for certification under a Restricted Category Type Certificate and any military surplus part to be installed on any Type Certificated helicopter.

Helicopters and helicopter parts operated and/or maintained by foreign military organizations are not eligible for certification or installation on any U.S. Type Certificated product.

U.S. military helicopters and parts given, sold, loaned, leased, or shipped directly to foreign military organizations (as part of a U.S. military assistance program or as part of a foreign military sale contract) are not eligible for certification in the U.S.

Without complete knowledge of the foreign military's operational usage and all aspects of the foreign military's quality system used to maintain the aircraft, as well as complete historical records, the FAA cannot ensure the

appropriate level of airworthiness or determine that the aircraft or part is in a safe operating condition.

To further clarify ineligible U.S. military aircraft for U.S Type Certification, the FAA is compiling a list of helicopter serial numbers that are known to have been delivered to foreign military organizations. The ineligible list will be published in the near future.

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## BELL

### Bell; Model 206L III; Long Ranger; Defective Tailboom Security; ATA 5302

During a scheduled inspection, the technician discovered (1) a crack in the upper left tailboom attachment fitting (P/N 206-031-329-1035), and (2) a crack in the left fuselage aft longeron (P/N 206-031-329-037) located adjacent to the tailboom attachment fitting, and (3) a .020-inch gap between the longeron and the attachment fitting.

The submitter stated the gap originated at the manufacturer and caused a preload condition on the structural members.

Part total time-4,878 hours.

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## KAMAN

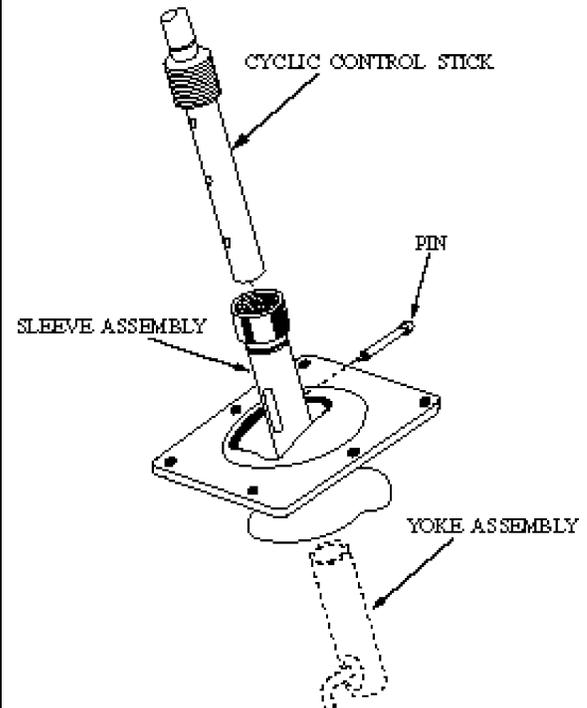
### Kaman; Model K-1200; Defective Cyclic Control Security; ATA 6700

After an engine vibration flight test, the pilot found a pin on the cockpit floor.

The technician identified the pin as a "quick-removal" pin (P/N K951019-15). The pin secures the cyclic control to the yoke assembly. (Refer to the following illustration.) The technician inspected the system and found severely worn pin-retention balls and a broken plunger (designed to return the balls to the locking position). These defects allowed the pin to vibrate out of position.

Because this condition presents a hazardous situation, the submitter emphasized the importance of removing unserviceable pins from service.

Part total time-4,863.




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## POWERPLANTS AND PROPELLERS

### IMPROPER PROPELLER REPAIRS

This article is written to advise aircraft owners who have had propellers overhauled or repaired by Southern California Propeller Service of Inglewood, California that the propellers may be unairworthy.

Southern California Propeller Service held an FAA certified Repair Station rating for Class 1 and limited ratings for Hartzell and McCauley

propellers. The FAA revoked the Repair Station Certificate issued to Southern California Propeller Service.

The following list is a general guideline for areas that may be defective.

1. Areas requiring plating may only be painted. It is acceptable to paint over plating.
2. Attachment bolts for external counterweights should be inspected for multiple holes. All hardware is required to be replaced at overhaul. More than one hole may indicate prior service.
3. Possible improper "shot peening" of the outer radius of each blade. Some propeller blades were sanded smooth or not properly "peened" in the outer area. The size of the "peening" media was incorrect and may be detected by the coarse texture of the "peened" surface which should be uniform in the coverage area.
4. Any questionable items concerning these conditions should be investigated and evaluated by a qualified and appropriately rated propeller repair station.

Items 1 through 4 are conditions found on Hartzell Model HC-83V20-2 propellers. Similar defects may exist on other makes and models of propellers.

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## ACCESSORIES

### EMERGENCY LOCATOR TRANSMITTER

**Cessna; Model 650; Citation; Emergency Locator Transmitter (ELT) Damage; ATA 2562**

The technician observed discoloration of the decal on the outside of the aircraft's ELT case.

Further investigation revealed the resistor (P/N RS-2B) in the installed Pointer

Model 3000-1 ELT had overheated and caused damage to the case and computer board. Aircraft records indicated maintenance personnel had also replaced the last ELT due to internal heat damage.

If you have this make of ELT installed in your aircraft, take note before a meltdown causes more excitement than you may wish to experience!

Part total time-644 hours.

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### DEFECTIVE ENGINE EXHAUST SYSTEM MUFFLER

The FAA Aircraft Certification Office, ACE-115A, located in Atlanta, Georgia submitted the following article. This information resulted from an aircraft accident investigation involving two fatalities. The aircraft involved was a Piper Model PA 28. It saddens us to report this occurrence and it is done only to educate others.

During the accident investigation, an autopsy indicated that the pilot's blood carbon monoxide level was 26 percent and the passenger's was 13.2 percent. The aircraft had undergone an annual inspection at 13 hours time in service and 2 months prior to the accident.

The accident investigation revealed that maintenance personnel did not recognize the engine muffler had numerous, serious defects which (if present at the time) required noting and correction during that previous inspection. The inspector who signed off the annual inspection stated that he, another mechanic with inspection authorization, and the owner/pilot worked together on the inspection. They recorded no muffler defects in the maintenance records.

The maintenance records revealed that the muffler had been in service for 1,198 operating hours. The Piper PA 28 series maintenance manuals contain explicit instructions detailing how and when to inspect the muffler. These

instructions contain a compliance time of every 100-hours time in service (TIS) and include a pressure test.

It seems highly unlikely that the muffler was in serviceable condition during the annual inspection and 13 operating hours later exhibit evidence of advanced corrosion. One can only conclude that the inspector(s) only conducted a superficial inspection during the required inspection.

Fortunately, cases such as these are rare; however, all maintenance technicians should be aware of the potential for such an occurrence. It cannot be too highly stressed that compliance with the manufacturer's maintenance data be followed at all times. As a maintenance technician, we assume an awesome responsibility. The lives of our customers depend on our knowledge, skill, ability, and thoroughness to execute our duties. Complacency, poor physical condition, and a "hurry-up" mentality are the worst enemies of maintenance personnel. We must recognize and avoid these evils.

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## AIR NOTES

### AIRWORTHINESS DIRECTIVES (AD'S) ISSUED IN AUGUST 1998

**98-18-08** Bombardier (deHavilland) DHC-3 (Otter) - requires modifying electrical system.

**98-12-31** British Aerospace Jetstream 3101 airplanes - requires repositioning fuel crossfeed pipes in fuselage.

**98-16-15** British Aerospace B.121 series 1, 2, and 3 airplanes - requires installing an inspection opening.

**98-17-03** Glaser-Dirks Flugzeugbau GmbH DG-400 gliders - requires replacing propeller shaft.

**98-18-07** Pilatus Britten-Norman BN-2 series aircraft - requires inspecting generator system.

**98-16-14** Pilatus Britten-Norman BN-2 series aircraft - requires replacing attachment bolts of MLG.

**98-11-01R2** Pilatus PC-12 and PC-12/45 airplanes - requires replacing fuel tank vent valves.

**98-16-16** Pilatus PC-7 airplanes - requires replacing seal unit on MLG legs.

**98-18-06** Schempp-Hirth K.G. model Cirrus sailplanes - requires inspecting connecting rod.

**98-17-02** Alexander Schleicher Segelflugzeugbau ASW-19 sailplanes - requires inspecting tow release cable guide fittings.

**98-18-06** Alexander Schleicher Segelflugzeugbau Models K8 and K8B sailplanes - requires inspecting canopy hood lock assembly.

**98-17-10** Pratt & Whitney Canada PW530A series turbofan engines - requires inspection of second stage stator vanes for rubbing.

**98-17-01** AlliedSignal TFE731 turbofan engines - requires installation of a clamp assembly.

**98-17-04** Hartzell Propeller HC-E4A-3 series propellers - requires inspecting propeller blade counterweight clamps for thread damage in bolt holes.

**98-17-11** Textron Lycoming and Teledyne Continental reciprocating engines - requires inspecting crankshafts repaired by Nelson Balancing Service.

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## ONCE IN A LIFE TIME OPPORTUNITY

### Notice of Proposed Rulemaking (NPRM)

Mr. Bill O'Brien wrote and submitted the following article concerning a Notice of Proposed Rulemaking (NPRM). Mr. O'Brien is with the FAA's Maintenance Support Division, AFS-300, located in Washington, DC.

Everyone has heard the timeworn expression "once in a life time opportunity" that is used to describe a single event or a series of events that can have a profound change on one's life, career, job satisfaction, and income. For the aviation maintenance profession, this "once in a life time opportunity" has arrived. This opportunity comes to us as an NPRM entitled *Revision of Certification Requirements: Mechanics and Repairmen*.

The NPRM was published in the Federal Register on July 9, 1998, in Volume 63, Number 131, pages 37,171 to 37,210. If the NPRM is enacted, its numerous and specific rule changes will have a profound impact on the aviation maintenance community. The NPRM is different from the NPRM published in August 1994 that first raised the issue of Title 14 of the Code of Federal Regulations (14 CFR) part 66 mechanic certification rule. The new NPRM is so different that it canceled the old NPRM. So--if you think you know what is going to happen with mechanic certification based on old information--be ready for a surprise because the rules have changed! **Please--take the time to STUDY the new NPRM!**

A "once in a life time opportunity" does not last forever. Mechanics and interested parties will have 120 days from the date of publication to November 5, 1998, to comment on the NPRM. It is vital for the future of our profession that every

certificated mechanic, repairman, instructor, holder of an Inspection Authorization (IA), and student mechanic comment on this rule. I believe this rule will not change again in our life time.

The NPRM is big, even by government standards, so plan a couple of evenings to wade through the fine print. For many of you, it will be your first introduction into our legal system of rule making. The complexity of rule making in this country is necessary because each of our 14 CFR's has the force of law, and you will have to read the NPRM several times to separate the sum and substance from the legal jargon. After you review the NPRM, make notes on the changes you are interested in, and discuss it with your fellow mechanics. Professional Aviation Maintenance Association (PAMA) chapters and unions might consider this a subject for debate and discussion at the monthly meetings. You should get input from others before you submit your comments.

#### HOW TO OBTAIN A COPY OF THE NPRM.

The fastest way to get a copy of the NPRM is through the internet. You may access the FAA's webpage at <http://www.faa.gov/avr/arm/nprm.htm>, or you may access the Federal Register's webpage at <http://www.access.gpo.gov/nara>. Just follow the instructions; however, please make sure your printer has a lot of paper in the tray.

For those of us who do not like going through an electronic middleman for information, copies of the NPRM are available by sending a request to: FAA, Office of Rulemaking, ARM-1, 800 Independence Ave. S.W., Washington, DC 20591, or by calling (202) 267-9860. When you request a copy, identify the NPRM notice number (Notice #98-5), and the NPRM title: "14 CFR, Parts 65, 66, and 147, Revision of Certification Requirements: Mechanics and Repairmen; Proposed Rule."

The following overview of the NPRM is just what it means, an overview. It is limited in size and scope because of the lack of personal comment and this publication's limitations on the number of words per article. Please do not use this article as your only source of information.

I urge you to invest two or three evenings studying and commenting on the proposals in the NPRM. We, the maintenance community, cannot afford to become indolent on this very important issue. The proposed rules set the standard for our profession, and the 125,000 active mechanics must speak up or we certainly deserve what we get.

## **OVERVIEW**

**1.** Under the NPRM, a current certificated mechanic with both the airframe and powerplant (A&P) rating would be considered the equivalent of an Aviation Maintenance Technician (Transport) (AMT(T)) (aircraft). The A&P would continue to enjoy the same privileges under the proposed rule as he or she has under 14 CFR part 65. He or she would not be required to exchange his or her A&P for an AMT(T). However, a part 65 certified mechanic with one rating (airframe) would not be issued an AMT(T) unless that mechanic took and passed the powerplant rating. The mechanic would have to complete the powerplant exams inside an 18-month window which starts on the date of the publication of the final notice of proposed rulemaking on part 66 in the Federal Register. If the mechanic does not complete the powerplant exams inside an 18-month window, he or she would have to complete a curriculum at an FAA-approved training provider to obtain the additional rating. However, the mechanic would continue to hold his or her current single rating and privileges.

**2.** A new part 66 will be established titled: "Certification: Aviation Maintenance Personnel." The subparts D (Mechanics) and E (Repairman) in part 65 will be

removed and used to create subpart B (Aviation Maintenance Technician), subpart C (Aviation Maintenance Technician (Transport)), and subpart D (Inspection Authorization), and subpart E (Aviation Repair Specialist). (Reference section 66.1.) Subpart A (General) of part 66 will contain language similar to subpart A of the older part 65, (Drugs, Alcohol, and Cheating) but includes the requirement for all part 65 certified mechanics to register with the FAA's Airmen Certification Branch (AFS-760) located in Oklahoma City, Oklahoma within 12 months after the effective date of the final rule and periodic AMT(T) registration at every 48 calendar months thereafter. (Reference section 66.17.) The new rule also prohibits falsification, reproduction, or alterations of applications, certificates, logbooks, reports, or records. If found guilty of such an act, the individual may have some or all of his or her certificates suspended or revoked. (Reference section 66.19.)

**3.** The term "mechanic" will be retired. It will be replaced with the term "Aviation Maintenance Technician (AMT)." There would be two AMT certificates: Aviation Maintenance Technician (AMT) and Aviation Maintenance Technician (Transport) (AMT(T)). (Reference section 66.51 and section 66.101.) The major difference between the two certificates is the holder of an AMT(T) certificate will be able to approve all types of aircraft for return to service, including transport-category aircraft certificated under 14 CFR part 25 and 14 CFR part 29. The ability to sign off on all types of aircraft for return to service is the same privilege that all current A&P mechanics presently enjoy, and this privilege will be "grandfathered" under the proposed rule.

**4.** There will be two ratings under an AMT(T) certificate: Aircraft and Aviation Maintenance Instructor. (Reference section 66.53.)

**5.** To qualify to take the AMT test, the individual must show 5,000 hours of practical experience in procedures, tools, materials, etc.; or graduate from an FAA-certificated aviation maintenance school. (Reference section 66.65.) The AMT(T) rating has the same requirements as an AMT rating but will require an additional 573 training hours in such broad subject areas as: advanced electronics, composites, structural repair, powerplants and systems, publications, safety, and environments found on transport aircraft. The actual subjects taught would be identified in an FAA Advisory Circular (AC). This training for an AMT(T) would only be supplied by an "approved" training provider. (Reference section 66.107 and part 66, appendix A.)

**6.** If the holders of the older Airframe and Engine (A&E) mechanic certificates (that were last issued by the Civil Aviation Act (CAA)) still intend to exercise the privileges of a mechanic, they are strongly urged to exchange their old A&E certificate for an A&P mechanic certificate before the effective date of the final rule. (There is an 18-month window.) If you do not request the local Flight Standards District Office (FSDO) to reissue your A&P certificate, (no test is required other than showing up) your A&E certificate (and all privileges that go with it, including your Inspection Authorization (IA), if you have one) will become inactive until you receive your new A&P or AMT(T).

**7.** The NPRM proposes to require recent experience requirements (section 66.65 and section 66.111) for AMT(T) that work for compensation and hire. This will include mandatory refresher seminars, such as IA refresher seminars or other seminars of instruction acceptable to the Administrator every 24 months in addition to actual work on aircraft. This rule change does not include mechanics who work for 14 CFR part 121, 14 CFR part 135, or 14 CFR part 145 operators.

**8.** The NPRM will allow an AMT to repair or alter a horizontal-card, liquid-filled compass (whisky compass) and approve it for return to service. (Reference section 66.63(d)(2)(ii).)

**9.** Individuals who wish to work as an aviation maintenance instructor in a 14 CFR part 147 Aviation Maintenance Technician School (AMTS) must meet the following requirements for the rating. (Reference section 66.67.)

**a.** Hold a current AMT with airframe rating,

**b.** The AMT must be in effect for at least 3 years,

**c.** Pass a knowledge test within 24 months of the date of applying for the rating; or

**(1)** Hold a current and valid ground instructor or flight instructor rating; or

**(2)** Present documentary evidence showing a degree in education or occupational education from an accredited institution; or

**(3)** Hold a current state teacher certificate.

**d.** Show the Administrator that the applicant has served as an aviation maintenance instructor or supervisor at a part 147 school.

**10.** Part 147 instructors under the proposed rule will be required to document 300 hours of instructional or supervisory time for each 24 preceding month, or complete an instructor's refresher seminar at each 24-month interval.

**11.** Proposed changes in the NPRM for the IA are: The holder of an IA must have either an AMT or an AMT(T). An applicant for an IA must have completed an 8-hour IA refresher seminar within the preceding 12 calendar months prior to applying for an IA. (Reference section 66.151.) An

AMT(T) with an IA can sign off on part 25/29-category aircraft if approved by the carrier. The IA is renewed every 24 calendar months, and annual inspections, major repairs, or alterations required for renewal can be combined. (Reference section 66.155.) However, if the IA plans to renew by going to an IA refresher seminar, the required refresher seminar time is doubled to 16 hours. The 16-hour requirement can be spread out over the 24-month period.

**12.** The NPRM will make the term "Repairman" obsolete. It will be replaced with the term: "Aviation Repair Specialists (ARS)." There will be three different kinds of ARS ratings: ARS I, ARS II, and ARS III.

**13.** The proposed ARS I applicant must be 18 years of age, understand and speak the English language, and present a certificate or other documentary evidence that demonstrates satisfactory completion of a training seminar or program that is recognized by the FAA as meeting a national or international standard for a rating/certificate in a certain specialty area. The ARS I is issued to the individual and not the repair station or air carrier. Issuance may be based on national and international qualifications. Unlike the ARS II certificate, the ARS I certificate is independent of repair stations or air carriers for which the holder works. If the ARS I holder changes employers, the certificate goes with the individual. The ARS I must understand the current instructions of the certificate holder that relate to the specific operations that the ARS I performs. (Reference section 66.201 and section 66.209.)

**14.** The ARS II is basically the same as the current repairman certificate. The proposed ARS II applicant must be 18 years of age, understand and speak the English language, be specially qualified to perform maintenance on aircraft, be employed by an air carrier or repair station in a specific job that requires those special qualifications according to its continuous

airworthiness maintenance program identified under its operating certificate or approved operations specifications. The ARS II applicant must be recommended for certification by his or her employer and have at least 3,000 hours of practical experience in the maintenance duties required to be performed under the ARS II rating or have formal training in the specialty that is acceptable to the Administrator. In addition, the ARS II must understand, and will be held accountable for, the limitations of the manual of each certificate under which he or she works. (Reference section 66.209.) The term "Current Repairmen" will be "grandfathered" into ARS II under the proposed rule.

**15.** The ARS III rating is issued for experimental aircraft builders. The ARS III is almost identical to the old repairman rule in part 65. (Reference section 66.205.) Current repairmen (experimental, amateur-built) will be "grandfathered."

**16.** Under the proposed NPRM, current repairmen will be issued ARS II certificates, and repairman holding an experimental aircraft builders rating will be issued an ARS III.

#### **COMMENTS:**

**MAIL:** Comments on this proposed rule must be marked: **DOCKET NO. 27863** and should be delivered or mailed, **in triplicate** to: Federal Aviation Administration, Office of Chief Counsel, ATTN: Rules Docket (AGC-200), DOCUMENT NO. 27863, Room 915G, 800 Independence Ave. S.W., Washington, DC 20591.

**INTERNET:** For you "web crawlers," your comments can be sent electronically to the following internet address: 9-NPRM-CMTS@faa.dot.gov.

**REVIEWING SUBMITTED**

**COMMENTS:** Anyone can visit the rules docket in room 915G on weekdays from 8:30 a.m. to 5 p.m. and review the comments that have been submitted.

**CONTACTING THE NPRM PROGRAM**

**MANAGER:** For those of you with minds that are now a cauldron of questions on the proposed rule change, you can contact the NPRM Program Manager, Mr. Les Vipond at (202) 267-3269.

**SUGGESTIONS FOR COMMENTING:**

I would like to offer some suggestions on how to comment successfully. Please tell us what you like about the new rule change, as well as what you do not like. If you do not like a part of the proposed rule change, please tell us why, and offer your solution or recommendations. Be clear, complete, and correct in all your comments.

Avoid what I call "Xerox birthday card" comments. This is when one individual gets all excited about a rule, and Xeroxes a million copies of his or her comment letter to the docket, and gets everybody within a 45-mile radius of his or her house to sign on the dotted line. The FAA will treat such letters as you or I would treat a "Xerox birthday card."

I sincerely hope that all of you will not be affected by the "Goldilocks syndrome" (everything is just right) or delegate your responsibility to research the NPRM to someone else and then use their comments to send to the docket under your name by November 6, 1998. I don't even want you to make comments on the NPRM for yourself. I want you to submit your comments for all of those future mechanics now in grade school and high school. Those young men and women who will follow us and stand on our shoulders. Years from now they will thank us for our professionalism and our commitment to professionalism, as we have recognized and thanked the "Master

Mechanics" award winners of today. Don't let them down! This is your "once in a life time opportunity!"

**INFORMATION NEEDED**

Airframe and Powerplant mechanics seeking an Inspection Authorization (IA) may be omitting information from FAA Form 8610-1, Mechanics Application For Inspection Authorization, which is needed by the FAA, Airmen Certification Branch, AFS-760.

Many times, AFS-760 requests additional address information after FAA Form 8610-1 has been routed through the Flight Standards District Office (FSDO) which caused additional cost and time for the applicant and AFS-760.

If the applicant completes Block 2 of FAA Form 8610-1 with a business address, a P.O. Box, or a rural route, the applicant should also furnish a physical address where the applicant can be reached during normal business hours.

If you prefer using a separate mailing address (other than a residential address) to receive Airworthiness Directives and other FAA information, you must furnish AFS-760 with a residential address for the airmen record.

This action is required by the FAA Drug Enforcement Assistance Act of 1988.

**SUSPECTED UNAPPROVED PART (SUP) SEMINAR**

As announced in previous editions of the Alerts, the Designee Standardization Branch, AFS-640, is once again presenting the Suspected Unapproved Part (SUP) seminar.

A schedule of the seminars and information for requesting a SUP seminar in your area can be found below.

Seminar dates will be announced in the Alerts, the Designee Update newsletter, and on the Internet under FedWorld.gov. You may access the FedWorld BBS directly at (703) 321-3339. You may access the Alerts through the Internet, using the Regulatory Support Division, AFS-600, "HomePage" at the following address.

<http://www.mmac.jccbi.gov/afs/afs600>

The seminar will discuss the following:

1. Introduction to the policy of the Suspected Unapproved Part Program Office, AVR-20.
2. What is an approved part/unapproved part?
3. How can approved parts be produced?
4. What is a suspected unapproved part?
5. How is a suspected unapproved part reported in accordance with FAA Order 8120.10A, Suspected Unapproved Parts Program, and utilizing FAA Form 8120-11, Suspected Unapproved Parts Notification?
6. How do you determine the status of parts?
7. What is the procurement process?
8. How do you use the Internet and FedWorld to find a list of unapproved parts?

The cost of this 1-day, 8-hour seminar is \$60. The seminar may be used for the Inspection Authorization (IA) renewal training requirement specified in Title 14 of the Code of Federal Regulations (14 CFR) part 65, section 65.93(a)(4).

The seminar is open to the aviation industry. Anyone wishing to attend may telephone (405) 954-0138. Payment is required in advance by using VISA, MasterCard, or a check.

**When scheduling attendance, please reference "AFS-75."**

**SCHEDULE FOR  
SUSPECTED UNAPPROVED PART (SUP)  
SEMINARS**

<u>Seminar No.</u>	<u>1998</u>	<u>Location</u>
759902	Nov 18	Wichita, KS
759904	Nov 19	Wichita, KS
<u>Seminar No.</u>	<u>1999</u>	<u>Location</u>
759905	Jan 27	Raleigh, NC
759906	Jan 28	Raleigh, NC
759907	Feb 10	San Antonio, TX
759908	Feb 11	San Antonio, TX
759909	Mar 3	Cincinnati, OH
759910	Mar 4	Cincinnati, OH
759927	Mar 17	Jackson, MS
759911	Apr 14	Albany, NY
759912	Apr 15	Albany, NY
759913	Apr 28	Scottsdale, AZ
759914	Apr 29	Scottsdale, AZ
759915	May 12	Ft. Lauderdale, FL
759916	May 13	Ft. Lauderdale, FL
759917	Jun 9	Helena, MT
759918	Jun 10	Helena, MT
759919	Jun 23	Minneapolis, MN
759920	Jun 24	Minneapolis, MN
759928	Jul 14	Portland, ME
759921	Aug 11	San Diego, CA
759922	Aug 12	San Diego, CA
759923	Aug 25	Denver, CO
759924	Aug 26	Denver, CO
759925	Sep 15	Little Rock, AR
759926	Sep 16	Little Rock, AR

If you require an ADDITIONAL SUP seminar, please write to: FAA, ATTN: Les Sargent (AFS-640), P.O. Box 25082, Oklahoma City, OK 73125. Depending on manpower and the availability of AFS-640 personnel, the requests for additional SUP seminars may be authorized. The registration process is the same as that previously discussed in this article. If you have specific questions regarding an ADDITIONAL SUP seminar, please contact Les Sargent at (405) 954-6494.

## CHANGES TO THIS PUBLICATION

We have created a new Internet web site which includes an electronic version of FAA Form 8010-4, Malfunction or Defect (M or D) Report. You may use the electronic version to send M or D reports to us. The web site also includes a search function for older copies of the Alerts. The address for this web site is:

<http://www.mmac.jccbi.gov/alerts/>

In the future, we will establish an E-Mail distribution system for the Alerts. When the system is in place, we will strongly urge you to use it. The system will save printing and mailing costs associated with delivering paper copies. If you switch to the E-Mail distribution system, please tell us by using the subscription form in the back of this publication, so we can delete your name from the paper copy distribution list. We will continue to print paper copies for those who do not have access to the Internet and E-Mail.

If you like the idea of receiving the Alerts via the E-Mail distribution system, please let us know, so we will know how many readers will take advantage of the system. You may contact Phil Lomax by any of the means listed in the following article.

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## IF YOU WANT TO CONTACT US

If you want to contact the staff of this publication we welcome your comments, suggestions, and questions. Also, you may use any of the following means of communication to submit reports concerning aviation-related occurrences.

Editor: Phil Lomax  
 Phone: (405) 954-6487  
 FAX: (405) 954-4570 or (405) 954-4748

Mailing address:

FAA  
 ATTN: AFS-640 ALERTS  
 P.O. Box 25082  
 Oklahoma City, OK 73125-5029

Internet E-mail address:

[ga-alerts@mmacmail.jccbi.gov](mailto:ga-alerts@mmacmail.jccbi.gov)

AFS-600 HomePage Internet address:

<http://www.mmac.jccbi.gov/afs/afs600>

Current and back issues of this publication may still be obtained from the FedWorld Bulletin Board System (BBS) via the Internet at the following address:

<http://www.fedworld.gov/ftp.htm>

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The distribution list for the Alerts is maintained independently from other FAA distribution lists; therefore, it is very important to notify us when your address changes. Please complete the Subscription Request Form located on the last page of every edition of the Alerts. Be sure to write your name EXACTLY as it appears on the current label.

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**FAA FORM 8010-4, MALFUNCTION  
OR DEFECT REPORT**

For your convenience, FAA Form 8010-4, Malfunction or Defect Report, will be printed in every issue of this publication. You may complete the form, fold, staple, and return it to the address printed on the form. (No postage is required.)

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DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION		OPER. Control No.		3. Comments (Describe the malfunction or defect and the circumstances under which it occurred. State probable cause and recommendations to prevent recurrence.)	FAA DISTRICT OFFICE	OPERATING DIVISION
<b>MALFUNCTION OR DEFECT REPORT</b>		ATA Code				
		1. A/C Reg. No. <b>N-</b>				
Enter part no. 482	MANUFACTURER	MODEL/SERIES	SERIAL NUMBER			
2 <b>AIRCRAFT</b>						
3 <b>POWERPLANT</b>						
4 <b>PROPELLER</b>						
5. SPECIFIC PART (of component) CAUSING TROUBLE						
Part Name	MFG. Model or Part No.	Serial No.	Part/Defect Location.			
6. APPLIANCE COMPONENT (Assembly that includes part)						
Comp/Appl Name	Manufacturer	Model or Part No.	Serial Number			
Part TT	Part TSO	Part Condition	T. Date Sub.			
				<b>Optional Information:</b> Check a box below, if this report is related to an aircraft <input type="checkbox"/> Accident; Date _____ <input type="checkbox"/> Incident; Date _____		

FAA Form 8010-4 (10-99) SUPERSEDES PREVIOUS EDITIONS

Use this space for continuation of Block 8 (if required).

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Because this mailing list is independent of other FAA mailing lists, it is necessary that you notify us when your address changes. (Our address is on the following subscription request.) If you are presently receiving this publication it is **NOT** necessary to send another subscription request. The following subscription request may be duplicated, as necessary. **TELEPHONE REQUESTS WILL ALSO BE ACCEPTED; THE TELEPHONE NUMBER IS (405) 954-6487. THE FAX NUMBERS ARE: (405) 954-4748 and/or (405) 954-4570.**

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**ATTN: AFS-640 (Phil Lomax)**  
P.O. Box 25082  
Oklahoma City, OK 73125-5029

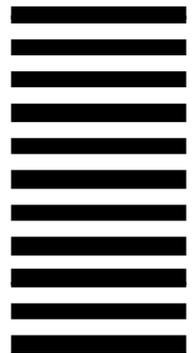
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