



**SUBJ:** Components Overhauled by Statesville AeroTech Services

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

## **Introduction**

This Special Airworthiness Information Bulletin (SAIB) alerts you, owners and operators of aircraft equipped with a turbocharged engine that includes a **turbocharger or related control components overhauled by Statesville AeroTech Services** of potential discrepancies with those components. These components **might also be included in overhauled turbocharged engines distributed by Triad Aviation, Incorporated.** These potentially discrepant parts were processed by the noted facilities between 2005 and June 22, 2007 when Statesville AeroTech voluntarily surrendered their repair station certificate. Affected aircraft include, but are not limited to, Beechcraft A and B36TC, 56TC, A56TC, 58P, 58PA, 58TC, 58TCA, 60, A60 and B60, Cessna T182 series, T188, T206 series, T207 series, P210 series, T210 series, T303, T310 series, T320 series, 335, T and P337 series, 340 series, and 400 series, Columbia 400, Commander 112TCA and 114TC, Twin Commander 685 and 700, Lancair IV and IVP, Mooney M20K, M22, and M20M, and Piper PA28-201T, PA31 series, PA32-301T, PA32RT-300T, PA34-200T and 220T, PA44-180T, and PA46-310P and 350P.

## **Background**

Routine surveillance of Statesville AeroTech Services by the cognizant Flight Standards District Office, from 2005 through June 2007, revealed that turbochargers and related control components might have been returned to service with inappropriate or incomplete overhaul processes. These processes include dimensional inspection, component balance, bench testing/calibration, and final inspection. While the FAA is unaware of any safety related issues with the components in question, functional and durability issues with the items might exist. These issues might include, but are not limited to, inability to achieve rated critical altitude or engine performance, inability to achieve reliable and repeatable manifold pressure settings, sluggish and/or unstable turbocharger operation, high oil consumption or leakage, and inability to meet expected component life. The components in question were returned to service either directly to operators or maintainers of aircraft/engines, or were supplied on engines overhauled by Triad Aviation, Incorporated.

## **Recommendations**

The FAA recommends that owners/operators be aware that turbochargers and related controls supplied by Statesville AeroTech Services may present operational and service issues. It is recommended that these components be examined during the next 100-hour or annual inspection, whichever occurs first, for their adjustment, integrity, and function. If there is any question in regard to the airworthiness of the components, they should be replaced with serviceable assemblies. The components in question may be identified by the presence of a blue Statesville nameplate in place of the original manufacturer's nameplate.

## **For Further Information Contact**

Kevin Brane, Aerospace Engineer, FAA, Central Region, Atlanta Aircraft Certification Office, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, GA 30349; phone (770)-703-6063; fax (770) 703-6097; email: kevin.brane@faa.gov.