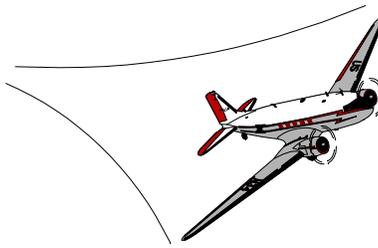


SPECIAL AIRWORTHINESS INFORMATION BULLETIN



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

AIRCRAFT CERTIFICATION SERVICE
800 INDEPENDENCE AVENUE, S.W.
WASHINGTON, DC 20591

No. ANE-97-02
March 6, 1997

Published by: FAA, AFS-610, P.O. Box 26460, Oklahoma City, OK 73125

This is issued for informational purposes only and any recommendation for corrective action is not mandatory.

INTRODUCTION:

The purpose of this Special Airworthiness Information Bulletin is to alert repair stations, mechanics holding Inspection Authorizations (IA), and Principal Maintenance Inspectors in the FAA Flight Standards District Offices (FSDO) of service difficulties and safety issues with AlliedSignal (formerly Garrett and Airesearch) turbochargers installed on general aviation reciprocating engines.

BACKGROUND:

In a letter from the National Transportation Safety Board (NTSB) in Washington, D.C., dated November 14, 1996, the NTSB expressed concern with in-flight failures of AlliedSignal turbochargers installed on reciprocating engines. The NTSB found unauthorized use of automotive components in the failed turbochargers. Also, the turbocharger housings were not marked by AlliedSignal after manufacture so that the aircraft parts could not be identified from automotive parts. The third NTSB concern was that FAA Approved Repair Stations had performed repairs to AlliedSignal turbochargers beyond the scope of the AlliedSignal "Overhaul Manual for Aircraft System Turbochargers," TP20-0128, dated August 15, 1985.

RECOMMENDATIONS:

By issuing this Special Airworthiness Information Bulletin, the FAA is alerting all repair stations, mechanics holding Inspection Authorizations, and Principal Maintenance Inspectors in the FSDOs of service difficulty and safety issues with AlliedSignal turbochargers installed in general aviation aircraft.

Until the results of an FAA technical study is complete, the FAA recommends that the following be performed:

- a. Use only FAA Approved repair, overhaul, and service data when servicing or working on AlliedSignal aircraft turbochargers.
- b. Carefully review and inspect the paperwork that accompanies any replacement parts to verify that the parts are aviation parts produced under an approved FAA quality system, and that the paperwork includes the appropriate airworthiness tags/certificates for AlliedSignal aircraft turbochargers. Report any suspected unapproved parts to the local Flight Standards District Office (FSDO) or Manufacturing Inspection District Office (MIDO).

c. Please provide feedback to any of the Aircraft Certification Offices listed below on any other service difficulties or problems with AlliedSignal aircraft turbochargers. Also, notify the FAA engineers listed below of any FAA Approved Repair Stations that perform chrome plating or plasma spray repairs to aircraft turbocharger shafts or turbine wheels.

FOR FURTHER INFORMATION CONTACT:

Peter Hakala, FAA Rotorcraft Directorate, Special Certification Office, Ft Worth, TX 76193-0190, at (817) 222-5145, OR Locke Easton, FAA Engine and Propeller Directorate, Standards Staff, 12 New England Executive Park, Burlington, MA 01803-5299, at (617) 238-7113, OR Guy Dalla Riva, FAA Los Angeles Aircraft Certification Office, Propulsion Branch, 3960 Paramount Boulevard, Lakewood, CA 90712-4137, at (310) 627-5248.