

Maintenance alerts

Boeing 757 Series Aeroplanes
AD/B757/57 - Main Landing Gear Fuse Pins
Boeing 767 Series Aeroplanes
AD/B767/88 Amdt 1 - Thrust Reverser
Control System Operational Tests
AD/B767/110 Amdt 1 - Nacelle Strut
Diagonal Brace
AD/B767/121 - Strut Side Load Underwing
Fitting Bolts
Bombardier (Canadair) CL-600 (Challenger)
Series Aeroplanes
AD/CL-600/36 - Elevator Flutter Damper
Shear Pins
Bombardier (Boeing Canada/de Havilland)
DHC-7 Series Aeroplanes
AD/DHC-7/15 - Landing Gear Selector Valve
Bombardier (Boeing Canada/de Havilland)
DHC-8 Series Aeroplanes
AD/DHC-8/70 - Fuel Tank Vent and Scavenge
Line Couplings
British Aerospace BAe 125 Series Aeroplanes
AD/HS 125/154 Amdt 1 - Engine Pylone
Firewall
AD/HS 125/162 - Turbine Air Discharge Duct
British Aerospace BAe 146 Series Aeroplanes
AD/BAe 146/78 - Hella Passenger Service
Units
Cessna 550 (Citation II) Series Aeroplanes
AD/CESSNA 550/23 Amdt 1 - Aircraft Flight
Manual, Flight into Icing Conditions
Cessna 560 (Citation V) Series Aeroplanes
AD/CESSNA 560/4 Amdt 1 - Aircraft Flight
Manual, Flight into Icing Conditions
Douglas DC3 Series Aeroplanes
AD/DC3/29 Amdt 4 - Lower Centre Section
Skin and Structure
AD/DC3/34 Amdt 1 - Aircraft Flight Manual,
Flight into Icing Conditions
Douglas DC4 Series Aeroplanes
AD/DC4/39 Amdt 1 - Aircraft Flight Manual,
Flight into Icing Conditions
Gulfstream (Grumman) G1159 & G-IV Series
AD/G1159/38 - Electrical Power - Alternator
Feeder Cable
Israel Aircraft Industries 1125 (Astra) Series
Aeroplanes
AD/IAI-A/3 - Airframe De-Ice Boots -
Pressure Indication Switches
SAAB SF340 Series Aeroplanes
AD/SF340/61 Amdt 1 - Cargo Bay Placards
Part 39-106 - Piston Engines
Teledyne Continental Motors Piston Engines
AD/CON/80 Amdt 1 - Crankshaft Material
Inspection
Part 39-106 - Turbine Engines
General Electric Turbine Engines - CF6 Series
AD/CF6/24 Amdt 2 - High Pressure
Compressor Rotor Spools Stages 3 to 9 -
CANCELLED
AD/CF6/40 - Fan Mid Shaft
AD/CF6/41 - High Pressure Compressor 3-9
Spool
General Electric Turbine Engines - CF34
Series
AD/CF34/4 Amdt 1 - Main Fuel Control
Part 39-107 - Equipment
There are no amendments to the part 39-107
- Equipment series this issue.

AACs Issue for AL 7/2000, 13 July 2000

Part 1 - Airworthiness Articles
Remove and destroy existing Contents page (v)
and insert new Contents page (v). Immediately
following AAC 1-114, insert new:
AAC 1-115-Contamination of Aircraft With
Ethylene Diamine (EDA) - Continuing
Maintenance Actions
Part 6 - General Advice
Remove and destroy existing Contents page
(i/ii) and insert new Contents page (i/ii).
Remove and destroy existing AAC 6-42 and
insert new:
AAC 6-42-Emergency Locator Transmitters -
Standards - CANCELLED



Piper PA-23: Oil pressure

DURING the pre-flight engine run, before the first flight of the day, the pilot of a Piper Aztec used for commercial operations noted the right-engine oil-pressure rise during start and then rapidly decrease shortly after.

The engine was shut down and during the subsequent investigation the engine oil filter canister was found separated from its base and the oil filter seal was also found protruding from between the filter base and the oil filter adaptor. The engine oil had been dumped into the engine cowls via the failed oil filter.

An entry on the maintenance release (MR) from the previous day stated that the right engine oil pressure was indicating low at all power settings. The defect was rectified and the MR endorsed by the certifying LAME that the oil pressure regulator had been adjusted and an engine run carried out with all engine parameters satisfactory.

During analysis of the incident it was found that the oil pressure regulator was adjusted immediately after engine shutdown after the last flight of the day. Further, the LAME had not attempted to verify why the oil pressure had deteriorated in the first instance.

When the pilot in command started the engine the following morning the excess oil pressure, that resulted as a consequence of the oil pressure regulator adjustment and the thick engine oil, caused the oil filter failure.

After replacing the oil filter and replenishing the engine oil, the oil pressure regulator was readjusted to its original position and a calibrated oil pressure

gauge attached to the engine. The engine was then started and oil pressure, as per the calibrated gauge, was normal indicating the aircraft engine oil pressure gauge was defective. The gauge was replaced and the aircraft returned to service.

Strandflex control cables

THE FAA has issued an Unapproved Parts Notification to alert the aviation industry of non-conforming aircraft flight and engine control cables manufactured by Strandflex Cable, a division of Maryland Specialty Wire, Oriskany, NY during the period from 1991 through 1998.

The FAA has obtained test results indicating that cable manufactured by Standflex failed to meet quality inspection and endurance tests in accordance with MIL-W-83420. During one such test the cable failed at 659lbs, well below the 1,056lbs required by MIL-W-83420. A visual inspection revealed that kinks were present in the cable.

Aircraft owners, CofR holders and Approved Maintenance Organisations (AMO's) are advised to inspect their aircraft records and/or aircraft parts inventory for cables manufactured by Strandflex.

Cables found installed on aircraft should be inspected for conformance in accordance with MIL-W-83420. If found in existing inventories AMO's are advised to quarantine the cable until it can be inspected for conformity in a similar manner.

If cable manufactured by Strandflex is found installed in an aircraft or in existing aircraft stock intended for installation on an aircraft a Major Defect Report must be raised pursuant to regulation 51A of CAR 1988.