

AWB 01-2 Issue 1 - Suspected Unapproved Parts Alemite Corporation Grease Fitting Pt No. 1992B1

AWB 01-2 Issue 1, 1 May 2001

Suspected Unapproved Parts

Alemite Corporation Grease Fitting Pt No. 1992B1

Effectivity

All aircraft and aeronautical products (fitted with Alemite Corporation Grease Fitting - Pt No. 1992B1).

Purpose

The purpose of this Bulletin is to advise all aircraft owners, operators, maintenance organisations, manufacturers and parts distributors regarding the production and sale of non-conforming grease fittings.

Background

The FAA has raised an Unapproved Parts Notification (UPN) No.2000-00194 to alert aircraft owners, Certificate of Registration (CofR) holders and Approved Maintenance Organisations (AMO) that Alemite Corporation have produced and sold non-conforming grease fittings - part number 1992B1.

Alemite Corporation traced the flawed production to a broken drill bit. The discrepant grease fittings have insufficient grease hole depth that interferes with the passage of grease. These grease fittings are typically used in aircraft hydraulic actuators for flight controls, landing gear systems and passenger and cargo doors, but may be utilised in any location on an aircraft that would require a grease fitting to lubricate a moving part.

Alemite Corporation have sold approximately 65,000 fittings to both aviation and non-aviation organisations from March 2000 to June 2000.

Recommendation

Aircraft owners, CofR holders and AMOs are advised to inspect their aircraft records and/or aircraft parts inventory for Alemite Corporation grease fitting part number 1992B1. If found in existing inventories AMO's are advised to quarantine the grease fitting until it can be inspected for conformity. Either prior to

or following the installation of any grease fitting, a common safety practice is to verify grease flow through the fitting.

If a non-conforming grease fitting 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.