

AWB 74-1 Issue 1, 22 May 2002 Teledyne Continental Motors D2000/3000 dual magnetos

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Effectivity

Teledyne Continental Motors (TCM) (formerly Bendix) model D2000/D3000 dual magnetos.

Purpose

The purpose of this bulletin is to draw the attention of aircraft owners and maintainers to the failure of distributor gears in these magnetos.

Background

The FAA has recently issued an Airworthiness Concern Sheet in respect to an accident involving a Piper model PA-32RT-300. This aircraft experienced an engine failure during take-off. Investigation disclosed that both distributor gears of the TCM D3000 dual magneto had failed. The magneto had 319 hours since overhaul. Investigations revealed that neither of the distributor gears was replaced at overhaul, one was manufactured in 1990 and the other in 1997. It was not possible to determine which gear failed first and which failed as a result of the debris from the first.

The FAA also advise that research of their service difficulty data base revealed 11 additional reports of distributor gear failure since 1995. This database includes service difficulty reports from Transport Canada and major defect reports from the CASA database. The FAA has requested any information/data that would indicate that mandatory replacement of the distributor gears at overhaul is deemed necessary. Reports that indicate that this action is not necessary are also requested.

Recommendations

Based on the data available CASA recommends that new distributor gears be installed whenever a D2000/D3000 magneto is overhauled.

CASA would like to receive reports of any similar occurrences from Australian operators and maintenance organisations.