



SAIB: NE-16-18
Date: July 11, 2016

SUBJ: Power Lever – Loss of Power Control

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) alerts you, owners, operators, maintenance providers, design approval holders (DAHs) (or manufacturers), certificated repair facilities, and flight standards offices of a safety improvement for airplanes equipped with **Honeywell Inc. (Honeywell) TPE331 series turboprop engines with a propeller pitch control (PPC) lever (also referred to as a serrated arm, control arm, power lever, and control linkage)** interface to the airplane control system for the engine.

This SAIB is intended to cover airplane models not affected by a related airworthiness directive (AD).

At this time, the airworthiness concern is not an unsafe condition that would warrant AD action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.

Background

The FAA has received multiple reports of the lever that attaches the engine PPC shaft to the power control cable detaching in flight. This condition results in loss of engine control. One of these incidents resulted in an accident on November 1, 2008 that involved a Construcciones Aeronauticas SA (CASA) 212 airplane. The NTSB determined that the probable cause was “the crew’s inability to adjust/increase power to the right engine during landing approach due to an in-flight disconnect of the power control linkage to the engine, resulting in a loss of control of the airplane”. The airplane involved in the accident was powered by TPE331-10R engines. AD 2013-24-09, Directorate Identifier 2012-NM-221-AD was published in the Federal Register on December 16, 2013. That AD mandates a secondary retention safety feature to secure the power lever to the engine PPC shaft on CASA 212 model airplanes.

The responsible FAA aircraft certification offices have notified most of the DAHs of this concern. For several airplane models, we have issued a related AD. On other airplane models, where we have not issued an AD, some manufacturers have issued service information to introduce a secondary retention feature.

On December 21, 2011 Honeywell released the attached PPC letter, dated August 26, 2011 to the manufacturers of airplanes with affected TPE331 engines installed. The letter discusses the potential problem of aircraft linkage detachments, failure mode effects, and a secondary retention feature in securing the engine or airplane power lever to the engine PPC shaft. In addition, on December 21, 2011 Honeywell issued three service bulletins, TPE331-72-2190, TPE331-72-2191, and TPE331-72-7229 addressing the replacement or rework of some PPC assemblies, if needed, for all suspect engines.

Recommendations

1. We recommend that DAHs incorporate the secondary retention feature as shown, or similar to that shown, in the attached Honeywell PPC letter, dated August 26, 2011 if:
 - the secondary retention feature is applicable to your engine installation, and
 - it is currently not incorporated into the airplane or engine type design and maintenance manuals.

2. We recommend that all mechanics and operators:
 - review the information in the attached Honeywell PPC letter and,
 - incorporate related DAHs' service and modification information.

For Further Information Contact

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For Related Service Information Contact

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