

SUBJECT: FAA SAIB NE-15-21

To all Customers, Operators and Service Centers:

Date: Oct 05/15

Effectivity: All PC-12 aircraft with a fuel nozzle sheath (P/N 3119920-01WE).

This Service Letter is issued to draw attention to the following authority information:

1. The Federal Aviation Administration (FAA) SAIB NE-15-21 dated 19th August 2015.

Pilatus recommends that operators of PC-12 aircraft, read the FAA SAIB NE-15-21 (latest revision) and take the recommended action.

Operators who require further information on this subject should contact the address given below.

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Attachments:

- **FAA SPECIAL AIRWORTHINESS INFORMATION BULLETIN NE-15-21**

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SAIB: NE-15-21
Date: August 19, 2015

SUBJ: Fuel Injector Nozzle

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin alerts you, owners, operators, repair stations, and flight standards district offices of a **Wencor, LLC, parts manufacturer approval (PMA) supplements 2 and 62, fuel nozzle sheath, part number (P/N) 3119920-01WE**, design issue that might impact engine performance and/ or proper installation of the fuel nozzle sheath. Fuel nozzle sheath, P/N 3119920-01WE, replaces original equipment manufacturer (OEM) fuel nozzle sheath, P/N 3119920-01.

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

Background

While developing the fuel nozzle sheath, P/N 3119920-01WE, Wencor made the lower portion of the cap thicker than the OEM fuel nozzle sheath, P/N 3119920-01. A technician installing the PMA fuel nozzle sheath, P/N 3119920-01WE, on a PT-6A engine found he/she could not install the part (Figure 1), without it contacting the fuel nozzle (Figure 2) because the fuel nozzle was contacting the sheath.



Figure 1 – Fuel Nozzle Sheath

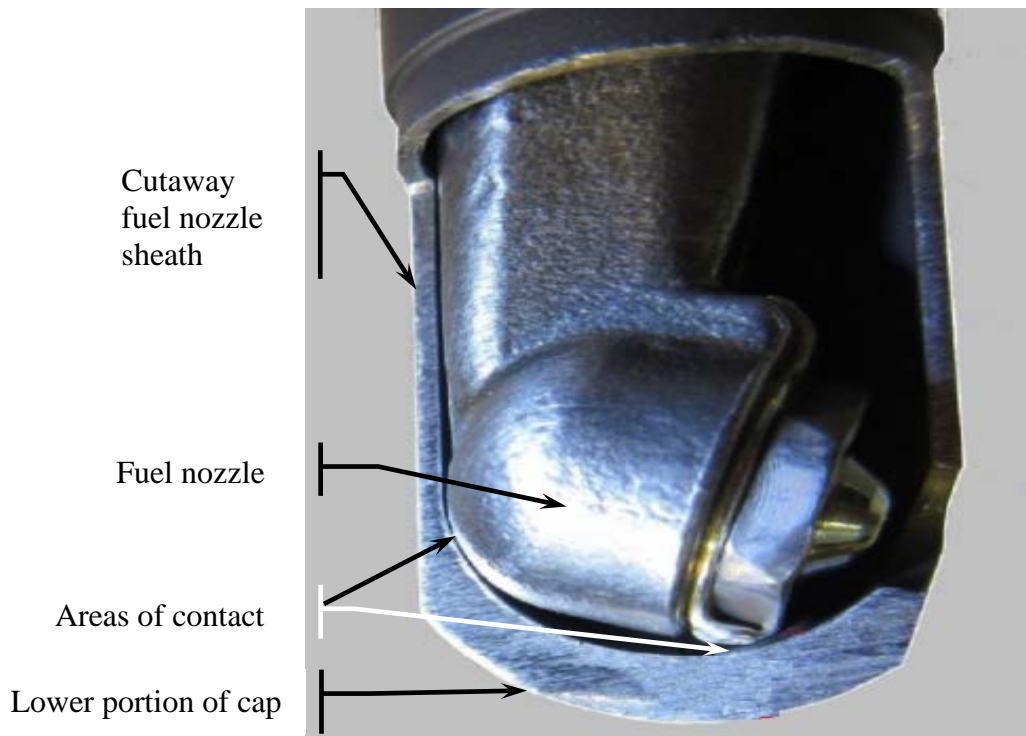


Figure 2 – Fuel Nozzle inside Cutaway Sheath

A fuel nozzle that is bottomed out in the fuel nozzle sheath might affect the performance, temperature, or integrity of the engine in service. There have been no reports of operational issues to date, but since the fuel nozzle sheaths do not fit with the fuel nozzles as designed, and the effect of this condition is unknown, the FAA recommends removing all Wencor PMA fuel nozzle sheaths, P/N 3119920-01WE, from service.

Recommendations

1. The FAA recommends removing all Wencor PMA fuel nozzle sheaths, P/N 3119920-01WE, from service at the earliest maintenance opportunity not to exceed 600 flight-hours after August 1, 2015.
2. The FAA also recommends that all spare Wencor PMA fuel nozzle sheaths, P/N 3119920-01WE, be removed from inventory and not installed in any engine.
3. In addition, the FAA recommends that all removed fuel nozzle sheaths and spares be returned to Wencor.

Table 1 – Operators/ Repair Stations Using Fuel Nozzle Sheath, P/N 3119920-01WE

Operator/ Repair Station	Country	Quantity Purchased
Great Lakes Aviation	USA	77
Prime Turbines (Massachusetts)	USA	2
Prime Turbines (Texas)	USA	4
Moze Havaclik Savunma Sist.	Turkey	100
R.T. Turbines, Inc	USA	5
Division Turbos, SRL	Argentina	4

Table 2 – U.S. Type Certified Engine Models Affected with Fuel Nozzle Sheath, P/N 3119920-01WE

Engine/Model	TCDS No.
PT6A-38	E4EA
PT6A-41	E4EA
PT6A-42	E4EA
PT6A-42A	E4EA
PT6A-45A	E4EA
PT6A-45B	E4EA
PT6A-45R	E4EA
PT6A-50	E4EA
PT6A-60A	E4EA
PT6A-60AG	E4EA
PT6A-61	E4EA
PT6A-64	E26NE
PT6A-65B	E4EA
PT6A-65R	E4EA
PT6A-65AR	E4EA
PT6A-65AG	E4EA
PT6A-67B	E26NE
PT6A-67D	E26NE

For Further Information Contact

Matthew Bryant, Aerospace Engineer, Denver Aircraft Certification Office, 26805 East 68th Avenue, Room 214, Denver, CO 80249; phone: 303-342-1092; fax: 303-342-1088; email: Matthew.Bryant@faa.gov.

For Related Service and Warranty Information Contact

Wencor Engineering; phone: 801-491-2543; email: jbies@wencor.com; or Wencor Sales; phone: 801-489-2000; or email: sales@wencor.com.

