

Lynn Spencer
Air Safety Investigator
Aviation Safety / Eastern Region

Date: January 10, 2024

Subject: ERA24FA078 Correspondence Summary regarding double overhaul entries in maintenance logbooks

The following is a summary of e-mail correspondence to the Lycoming quality department dated January 10, 2024, at 1006 EST.

Q: During the review the records for N539MA, we noticed that there was two different 8130-3 for the overhaul. They were dated for 25May2023 and 14Jul2023. According to the paper received from Lycoming L-10566-61A, the engine was returned due to EASA non-compliance. It also stated that it was inspected and restocked. How can a new overhaul be issued after the engine was returned with just an inspection?

A: *A new 8130-3 with "overhauled" status should not have been issued as the engine was only inspected upon return. The engine was mistakenly processed as a new engine would've been re-introduced to the PAH quality system (inspect, re-stock). A new 8130-3 may be issued for new engines as described in FAA order 8130.21H Chg 1, 2-9.a.*

Q: The Engine logbook return to service was date for 7/12/2023 and the 8130-3 was dated 7/14/2023, why two different dates?

A: *The tag was issued and signed when the order was closed for shipment and didn't correspond with the RTS date.*

Q: The return to service package shows turbo's part number 46C19839, serial numbers H-ZLL0010 and H-AAL0010 were part of the return to service according to Lycoming form ET-001. If the turbo's were not serviceable at the time the engine was shipped according to Lycoming Service request No 27245 and No 27246. How can the engine be returned to service with these turbo's installed?

A: The engine was shipped 07/14/2023. Lycoming Engines was notified by the turbocharger supplier of the potential nonconformance on 07/17/2023. Customer contact was made by Product Support on date of SR generation, Aug 9, 2023.