

FAQs

MSB Overview

Q. What is the condition that is affecting my cylinders?

A. Teledyne Continental Motors has identified an issue with specific tool which has led to cracks in a small number of cylinders in the field after extended use.

Q. Does this affect other cylinders?

A. No, this issue only affects cylinders produced from a specific tool.

Cylinder Production and Replacement Status

Q. What is the current status of the recall?

A. As of the end of September 2009, TCM has located and contacted owners of 93% of the total fielded cylinders.

In addition, TCM has helped customers replace 46% of cylinders on engines in the field and shipped another 27% to customers for replacement. The balance of cylinders is on schedule for shipment and replacement prior to year's end.

Q. What is the current production rate?

A. Cylinders are produced at a rate of 120 per day which supports all needed production for the TCM Cylinder Program, Genuine Factory Engines, and for aftermarket spares. All cylinders needed for the cylinder program will be produced by November 15, 2009.

Q. The FAA AD #2009-19-08 says that I can replace my cylinders as long as it is prior to 1,300 hours from the AD's effective date, but TCM says December 31, 2009. Who should I follow?

A. In order to qualify for the TCM recall program, the replacement must be done by December 31, 2009. TCM is covering the cost up to this date. Failure to have your cylinders replaced before December 31, 2009 will result in your paying for the replacement.

MSB09-1 Revision

Q. Why was MSB09-1 revised?

A. A small lot of cylinders, approximately 300, used to validate production machining were made by the EQ3 back up tool in August and September, 2006. The existing NT cylinder tool continued to be used in general production until transition to the back up EQ3 tool in November, 2007. A range of cylinder and engine serial numbers has been added to MSB09-1 to capture the small lot of EQ3 cylinders produced in 2006.

Q. How does this revision affect me?

A. Since the revision to MSB09-1 adds additional affected engine and cylinder serial numbers, there are several courses of action you should follow to ensure you are affected:

1. If you have already performed the cylinder inspection portion of MSB09-1 and *visually* verified the cylinders were not EQ3, no further action is needed.
2. If you have verified your engine or cylinder serial numbers are NOT covered by the MSB, but did not visually verify the cylinders were not EQ3, YOU MUST refer to Table 1A and Table 2A in the revised MSB09-1A to verify affectivity. Additionally, a visual verification of the cylinders must be conducted to determine whether or not you are affected.
3. If you have verified your engine or cylinder serial numbers are NOT covered by the MSB or its revision, but did not visually verify the cylinders were not EQ3, the visual verification must be done at your next regular maintenance event (e.g. oil change, annual or 100-hour Inspection).
4. If your engine is one of the applicable models and the engine or any replacement cylinders were purchased from TCM since August 1, 2006, please perform the visual verification inspection at your next regular maintenance event (e.g. oil change, annual or 100-hour Inspection) even if the serial numbers are not listed in the tables provided in MSB09-1.

Aircraft Operation

Q. Should I be concerned about operating my aircraft?

A. If you have less than 400 hours on the affected cylinders, no detailed inspection is required and you may operate your aircraft in accordance with the POH.

If you have over 400 hours on cylinders affected by this bulletin, you must have your cylinders inspected using the instructions contained in MSB09-1. The criterion for continued operation is contained in the bulletin.

TCM Customer Support

Q. How is TCM going to take care of affected cylinders?

A. TCM is dedicated to providing our customers with the best available product. TCM plans to replace all affected cylinders.

Q. What will the cylinder replacement cost?

A. TCM has set up a worldwide network of designated TCM Cylinder Program replacement centers to facilitate cylinder replacement with warranty coverage per the service bulletin. Since the cylinders will be replaced under warranty, there will be no cost for the replacement to our customers.

Q. What about the fuel required to fly my aircraft to the Replacement Center?

A. Fuel costs are not a part of this program.

Q. My mechanic believes I have a cracked cylinder. What do I do?

A. Have your cylinders been inspected per MSB09-1? Please have your mechanic follow MSB09-1. In the event the cylinders are found to be cracked, your mechanic can contact TCM Customer Support for further guidance.

Q. Why can't my mechanic replace the cylinders?

A. In order to efficiently stage parts for this program, TCM has chosen regional shops in convenient locations to expedite the cylinder replacement program.