## Table of Contents

Metro Global News..................................................................................................................... 3
Horizontal Stabilizer Trunnion Bolt Corrosion............................................................................ 3
Saying Goodbye is hard to do ....................................................................................................... 4
Just short of 50,000 hrs. ............................................................................................................... 4
Good News—FAA Approves AMOC .......................................................................................... 5
Service Bulletin & Letter Listings ................................................................................................. 5
Service Documents Discussed ..................................................................................................... 9
Elevator Control Arm Corrosion .................................................................................................... 10
New Technical Publications Distribution ................................................................................... 11
Cargo Floor Heating Modification via Bulletin ............................................................................ 11
Air Distribution Plumbing Insulation and Tape ........................................................................... 12
Online Publication Website—Browser Cache Issue................................................................. 12
Hydraulic Mist or Smoke In Cockpit? .......................................................................................... 13
New FAA Airworthiness Directives ............................................................................................ 13
FAA Special Airworthiness Information Bulletins .................................................................... 14
AMOC’s Alternate Methods of Compliance ............................................................................ 14
LH&RH Nacelle Keelson Web Damage/Inspection ................................................................... 15
Last Minute Notes....................................................................................................................... 16

## 24/7 AOG Support Available

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San Antonio, TX 78279  
www.elbitsystems-us.com

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Hours: 8:00 A.M. – 5:00 P.M.  
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Fax: 210.804.7789  
AOG Service, 24/7: 210.381.1986  
International: 210.820.8620  
Email: AircraftParts@M7Aerospace.com

### Technical Publications

Hours: 6:30 A.M. – 4:30 P.M.  
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Hours: 7:00 A.M. – 4:30 P.M.  
Contact: 210.804.7792 or 210.824.9421 (Ext. 7294)  
After Hours: 210.382.4146  
Email: MetroTech@M7Aerospace.com
Metro Global News.

The last two years have seen a lot of personnel changes at Elbit Systems/M7 Aerospace, which have affected the publication of the quarterly newsletter. There’s been a lot of discussion about the applicability of this newsletter and who our audience is. Apart from issuing Service Letters and Bulletins, this newsletter offers another vehicle for getting good maintenance information out to the field. It’s a free newsletter offered to all operators who have a current technical publications subscription.

This publication was designed for maintenance personnel to thumb through and familiarize themselves with various issues related to the Metro/Merlin fleet of aircraft.

Old copies of the Metro Global and previous FACTS articles are available online. An index is provided to allow easy retrieval of important information on a particular topic. Enjoy the read. Ed.

Horizontal Stabilizer Trunnion Bolt Corrosion

A coastal metro operator had found the main horiz stab pivot trunnion bolt had severe surface corrosion predominantly adjacent to where the bushings are located. Upon further investigation, this was found to be a fleet wide problem, with most operators replacing the bolt at the same time as replacing worn bushings. In addition the bolt was sent out for analysis, to determine if any fatigue cracks had initiated due to the pitting corrosion, and whilst this was not found, rather surprisingly, corrosion was found on the surface of the inner bolt, with trapped moisture being present. In order for moisture to be present, the sealant added between the inner and outer bolts must have broken down.

M7 Aerospace issued Service Bulletins 226-55-013, 227-55-009, and CC7-55-002, circa Sept 2018, to inspect this bolt, and replace it if any surface corrosion is found, and to also inspect the sealant between the bolts for possible deterioration. Due to the criticality of this bolt, we recommend operators perform these inspections.
Saying Goodbye is hard to do.

Late 2017 Glen informed me of his desire to retire from the organization after 40+ years supporting the Metro/Merlin fleet in different capacities. Glen has gained a wealth of knowledge over his tenure on this platform and I have been keen to use it as we further our support to the fleet.

Glen and I spent a lot of time together working on issues that directly affect the supportability of the fleet. I relied heavily on his candor and fleet knowledge to shape strategies we believed would have a positive impact. I committed to Glen and the rest of the Sales team that I would do everything within my power to allow them to retire with their heads held high, knowing we were going to honor the proud heritage he and others had established. He will be sorely missed but we are happy he and his family are starting this next chapter in their lives.

2018 had seen many changes as we worked on improving processes to enhance our ability support the fleet. Most customers are now actively using their online publication access. This has been very challenging and the team and I have learned a great deal about international servers and security. In 2019 we will role out new “terms and conditions” for the purchase, return, and warranty repair of the parts. The finance team will also be releasing an update to the credit “terms and condition” that will have a direct impact upon overdue accounts and discounts.

We wish all of you the very best in 2019.

Troy Beshears, Director of Spares

Just short of 50,000 hrs :)

As of September 20, 2018, I officially retired and I would like to thank everyone for the good times we shared during the 49 years of my association with the Metro/Merlin aircraft.

In addition to the people at Swearingen Aircraft, Fairchild Aircraft, M7 Aerospace and Elbit Systems, I am thankful to have had the opportunity to meet and work with many people who operate the aircraft and the occasion to have traveled to the different places throughout the world in support of the Metro/Merlin aircraft.

I intend to spend more time with all of the family as well as indulge in my passion of music.

All the very best.

Glen Wibracht.
Good News !!! – FAA Approves AMOC for 27-14982 Glass Windshield— Only window on market with no AD inspections.

AD2011-02-04 was published in 2011 requiring operators/owners with certain windshield part numbers to start inspecting their windshields for cracks/glass shear. The AD was specific to Aircraft models, but did not list the windshield part number in the effectivity block of the AD, and thereby requiring ALL windshields to be inspected per the AD. The FAA required M7 Aerospace to demonstrate that the certification of the new windshield 27-14982 did indeed address the issues that instigated the original AD action. AMOC letter dated Feb 12th 2018 was issued to M7, permitting all operators/owners of aircraft fitted with the 27-14982 windshield to stop the AD inspections. Until an AMOC is issued by the FAA Ft Worth ACO office, ALL windshields (whether TC, STC, PMA) are subject to the AD inspections. If you have any questions, please feel free to contact MetroTech@M7Aerospace.com.

Service Bulletin Listing

<table>
<thead>
<tr>
<th>Title</th>
<th>SA226</th>
<th>SA227</th>
<th>CC7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pitch Trim Actuator Upper Attach Fittings Inspection</td>
<td>27-081</td>
<td>27-061</td>
<td>27-033</td>
</tr>
<tr>
<td>Pitch Trim Actuator Upper Attach Fittings Inspection</td>
<td>27-081R!</td>
<td>27-061R1</td>
<td>27-033R1</td>
</tr>
<tr>
<td>Pitch Trim Actuator Upper Attach Fittings Inspection</td>
<td>27-081R2</td>
<td>27-061R2</td>
<td>27-033R2</td>
</tr>
<tr>
<td>Elevator Quadrant Bearing and Bore Inspection</td>
<td>27-082</td>
<td>27-062</td>
<td>27-034</td>
</tr>
<tr>
<td>Rudder Pedal Bellcrank, Pivot Bolt/ Bearing &amp; Connecting Rod Ends Inspection</td>
<td>27-083</td>
<td>27-063</td>
<td>27-035</td>
</tr>
<tr>
<td>Wing Extension Deice Tube Inspection/Replacement</td>
<td>NA</td>
<td>30-014</td>
<td>30-006</td>
</tr>
<tr>
<td>Main Landing Gear Yoke Torque Link Lug and Shaft Inspection</td>
<td>32-083</td>
<td>32-064</td>
<td>32-030</td>
</tr>
</tbody>
</table>
## Service Bulletin Listing Cont’d

### SERVICE BULLETINS SINCE APRIL 2016 CONT’D

<table>
<thead>
<tr>
<th>Title</th>
<th>SA226</th>
<th>SA227</th>
<th>CC7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Main Landing Gear Yoke Torque Link Lug and Shaft Inspection</td>
<td>NA</td>
<td>32-065</td>
<td>32-030</td>
</tr>
<tr>
<td>(16,000 lb)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Propeller Ice Guard Fuselage Skin Inspection</td>
<td>53-018</td>
<td>53-013</td>
<td>NA</td>
</tr>
<tr>
<td>Horizontal Stabilizer, Aft Spar, Centerline Splice, Beef-Up Installation</td>
<td>55-011R5</td>
<td>55-007R7</td>
<td>NA</td>
</tr>
<tr>
<td>Vertical Stabilizer Access Panel Installation</td>
<td>55-012</td>
<td>55-008</td>
<td>55-001</td>
</tr>
<tr>
<td>Inspect Power Levers In Pedestal for Cracking and/or Excessive Wear</td>
<td>76-011R1</td>
<td>76-006R1</td>
<td>76-003R1</td>
</tr>
<tr>
<td>Inspect Power Levers In Pedestal for Cracking and/or Excessive Wear</td>
<td>76-011R2</td>
<td>76-006R2</td>
<td>76-003R1</td>
</tr>
<tr>
<td>Horizontal Stabilizer Trunnion Bolt Inspection</td>
<td>55-013</td>
<td>55-009</td>
<td>55-002</td>
</tr>
<tr>
<td>Inspection of Bertea (Parker-Bertea, Parker-Hannifin) Landing Gear Actuators for Cracks</td>
<td>32-077R2</td>
<td>32-053R2</td>
<td>32-019R2</td>
</tr>
<tr>
<td>NLG Uplock Hook Tube Bolt Holes—Inspection</td>
<td>32-084</td>
<td>32-066</td>
<td>NA</td>
</tr>
<tr>
<td>Main Gear Torque Link Shaft Inspection / Replacement</td>
<td>32-085</td>
<td>32-067</td>
<td>NA</td>
</tr>
</tbody>
</table>

See next page for Service Letters
<table>
<thead>
<tr>
<th>Title</th>
<th>SA226</th>
<th>SA227</th>
<th>CC7</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabin Altitude Warning System Operational Test</td>
<td>SL-053R3</td>
<td>SL-068R2</td>
<td>SL-061R2</td>
</tr>
<tr>
<td>Cabin Altitude Warning System Operational Test</td>
<td>SL-053R4</td>
<td>SL-068R3</td>
<td>SL-061R3</td>
</tr>
<tr>
<td>Aileron/Elevator Mass Balance Change</td>
<td>NA</td>
<td>SL-069</td>
<td>NA</td>
</tr>
<tr>
<td>Replace Engine Plumbing to Fuel Heater Per Honeywell SB TPE331-73-0238</td>
<td>SL-054</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Routing Modifications Affecting Control Cable Life</td>
<td>SL-055</td>
<td>SL-070</td>
<td>SL-062</td>
</tr>
<tr>
<td>Airplane Towing Placards</td>
<td>SL-056</td>
<td>SL-071</td>
<td>SL-063</td>
</tr>
<tr>
<td>Windshield Post/Lower Sill Corrosion</td>
<td>SL-057</td>
<td>SL-072</td>
<td>SL-064</td>
</tr>
<tr>
<td>Alternate Polyurethane Antenna Gasket</td>
<td>SL-059</td>
<td>SL-074</td>
<td>SL-066</td>
</tr>
</tbody>
</table>

See next page for SA26 Service Documents.
## SA26 Service Document Listing

### SA26 Service Documents Since April 2016

<table>
<thead>
<tr>
<th>Title</th>
<th>SA26</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cabin Altitude Warning System Operational Test</td>
<td>SL-006R3</td>
</tr>
<tr>
<td>Cabin Altitude Warning System Operational Test</td>
<td>SL-006R4</td>
</tr>
<tr>
<td>Windshield Post/Lower Sill Corrosion</td>
<td>SL-007</td>
</tr>
<tr>
<td>Alternate Polyurethane Antenna Gasket</td>
<td>SL-009</td>
</tr>
</tbody>
</table>

No Service Bulletins have been published since April 2016 to date.
There have been multiple service bulletins issued since April 2016 as shown on the previous pages. Below is a brief reason and description of each.

Pitch Trim Actuator Upper attach fitting inspection 27-081, 27-061, & 27-033. An operator reported stress corrosion cracks on pitch trim actuator upper attach fittings in the bolt holes and in the web radii of the fittings. Remove and perform an initial detailed visual inspection and liquid penetrant inspection (LPI) or high frequency eddy current (HFEC) inspection of the upper pitch trim actuator attach fittings for cracking in the bolt holes and the web/flange radius.

Elevator Quadrant Bearing and bore Inspection 27-082, 27-062, & 27-034. An operator reported excessive corrosion was found on the elevator quadrant bearings and inside the quadrant bores after the quadrant was removed for maintenance. Remove and perform an initial detailed visual inspection of the elevator quadrant to check for corrosion of the quadrant and bearings. The quadrant must be replaced if corrosion is beyond the limits in this service bulletin or if cracks are found.

Rudder Pedal Bellcrank, Pivot Bolt/Bearing & Connecting Rod Ends Inspection 27-083, 27-063, & 27-035. An operator reported a runway excursion was caused by failure of the pilot side rudder pedal bellcrank pivot bolt and bearing. The bellcrank lower bearing failed causing the bolt to shear. Further fleet investigation revealed damaged connecting rod end bearings. Remove and perform a detailed visual inspection of the pilot and copilot rudder pedal bellcrank pivot bolt and bearing. This bulletin is being revised to include the SA26 aircraft model, and to inspect for further damage.

Wing Extension Deice Tube Inspection/Replacement 227-30-014 & CC7-30-006. An operator reported a thermoplastic wing extension deice boot tube (P/N 27-87000-147) became brittle and broke apart. Location of the left and right tubes in relation to the ailerons poses a risk of a broken tube piece lodging between aileron and wing skin trailing edge restricting aileron movement. Visual inspect wing extension deice boot tubes at left and right wing trailing edge for condition and replace tubes if necessary. A life limit of 10,000 hrs is placed on the tube.

Main Landing Gear Yoke Torque Link Lug and Shaft Inspections (For 14,500 lb) 226-32-083, 227-32-064, & CC7-32-030 (For 16,000 lb) 227-32-065, & CC7-32-030. Incidents have been reported related to Main Landing Gear (MLG) yoke lug failures. One reported failure resulted in the aircraft departing the runway due to loss of the torque link function. This service bulletin is being released to prevent fatigue failure of the MLG yoke lug initiated by corrosion. Accomplish Detailed Visual Inspection (DVI), Liquid Penetrant Inspection (LPI), Magnetic Particle Inspection (MPI), High Frequency Eddy Current (HFEC) inspection for cracks or corrosion on the torque link lug and shaft of the MLG yoke. These bulletins are being revised to account for bushings installed during previous compliance with these bulletins.

Propeller Ice Guard Fuselage Skin Inspection SB 226-53-018 & 227-53-013. On short body aircraft the guards are placed on the nose of the aircraft. Several operators have found corrosion on the fuselage skin under the ice guard. The SB recommends inspection for certain conditions.
Service Documents Discussed Cont’d

Horizontal Stabilizer, Aft Spar, Centerline Splice, Beef-up Installation 55-011R5, 55-007R7. These bulletins were revised to reflect current Engineering part numbers. Shortly after the release of these bulletins an operator noted interference of the elevator quadrant with these splice straps. Review of the bulletins noted ambiguous data regarding placement location, and hence we are now revising these bulletins again. Furthermore it was brought to our intention, that some operators had found this interference themselves and had taken the action of trimming the splice straps locally to provide clearance for the actuator. So M7 are creating additional bulletins/letters inspecting for such trimming.

Horizontal Stabilizer Trunnion Bolt Inspection, 55-013, 55-009 and 55-002. See article on page 3 of this newsletter.

Finally

Main Landing Gear Torque Link Shaft Inspections (For 14,500 lb) 32-085 and 32-067. The bulletins focus on the shafts with 3 spring pin holes, with the intent to remove these shafts from service. There are another set of bulletins that focus on the yoke lug and the shaft installed in the yoke. This bulletin now includes the shaft installed on the trunnion lug, at the upper scissors/link joint. The new shaft 27-52029-005 should be installed. There are already bulletins released for the 16K gear installed on the SA227 series (all models) aircraft.

Elevator Control Arm Corrosion.

M7 Aerospace is currently working on bulletins to inspect the elevator control arm, and the torque shaft attached to the internal elevator ribs. Several operators have reported corrosion of both arm and shaft, and we felt it needs to be highlighted to all operators.

NOTE.

This area inside the fuselage/empennage, adjacent to the elevator quadrant/pitch trim actuator, rudder bellcrank, should be flagged to all maintenance personnel that when performing inspections of specific structure, that adjacent systems and structure should also be examined. The area is open to the environment through various openings, and some key flight control related structure are in this region. Additional attention / awareness should be heeded when working in this area.
New Technical Publications Distribution

In the past, Merlin/Metro technical publications other than manual revisions (service bulletins, service letters, temporary revisions, etc.) were distributed via email and manual revisions were burned onto CD’s and mailed. Typically afterwards, there were some operators reporting they did not receive the email or CD distribution. This distribution method was unreliable and the source of uncertainty at times for many operators. Contributing to this uncertainty, the Technical Publications Index (TPI) was only revised quarterly, and also distributed via email.

With our new Publication Website in operation, this issue has been resolved. You no longer have to wonder if you have somehow missed an email or CD distribution. Now, you can just log onto our website and look at the Letter of Transmittal (first page) of the TPI to view the ‘Recent Publications Issued’ list. This running list of the publications we have recently issued, and the associated TPI contents, are updated on the same day any publication is issued. With access to our Publication Website, you always have the latest available information and can keep apprised of any new releases every day.

To ensure your operation is keeping up with the Merlin/Metro technical library requirements, we recommend you make a habit of periodically checking the ‘Recent Publications Issued’ list for updates. If you see a manual on the list has been revised and want to know what that revision changed, go to that manual’s Letter of Transmittal for the Revision Highlights or Summary of Changes. If you want to know exactly which pages (by page number) were changed in that revision, go to the List of Effective Pages for each chapter listed in the Letter of Transmittal.

We appreciate your feedback. If you become aware of any discrepancy in our publications, please let us know at; MetroTech@M7Aerospace.com

Cargo Floor Heating Modification, via Bulletin

Applicable to all SA227-AT/-AC/-BC and CC7 airplanes modified in accordance with M7 Aerospace Cargo Floor Kit Drawings 27K10002 and/or 27K20085, this new modification prevents localized overheating of the central cargo floor. For those operators with third party cargo floor modifications, this air distribution modification will alter structure/ducting under the floor. As long as the third party modification does not alter this structure, the kit included herein shall be applicable.

The goal of this service bulletin is to allow the heating of the cockpit and eliminate the build-up of heat in the cabin area. This problem was brought to the attention of M7 Aerospace as certain cargo operators have experienced extensive floor heat in the cabin area, while others report a cold cockpit. Installed, tried and tested, this operator proven installation redistributes the heated air in the aircraft cockpit and cabin with complete satisfaction.

Modify aircraft in accordance with Service Bulletins 227-21-011 or CC7-21-003. Each bulletin removes/adds sections of the air distribution lines under the cockpit/cabin floor. (See Service Bulletins 227-21-002 and 227-21-005 for Pre and Post aircraft effectivities).

For any other questions and/or order your SB Kit today please contact M7 Aerospace at MetroTech@M7Aerospace.com.
Air Distribution Plumbing Insulation and Tape

Installation of un-approved repair tape on condition air distribution tubing can cause smoke in the cabin and or cockpit when selecting the temperature control at the co-pilot’s switch panel to manual HOT, as an operator experienced.

The AMM chapter 21 calls out approved material to insulate hot air lines with Type 75 fiberglass wrap (Owens Corning), applied to a thickness of 1.50 inch and secure with Nashua tape #324 Aluminum foil duct tape. OR alternate: US Kaowool S, applied to a thickness of 1.50 secure with Permacel P-12 tape. Permacel P-12 tape is also used on condition air distribution tubing below the cabin and cockpit flooring.

NOTE: New sceet hose has an oily preservative coating inside.

FOLLOW THE FUNCTIONAL TEST PROCEDURE UNDER AMM CHAPTER 21 WHEN REPLACING SCEET HOSE. USE THIS PROCEDURE TO BURN OFF THE PRESERVATIVE COATING/VAPOR AFTER INSTALLING NEW SCEET HOSE BEFORE RETURNING AIRCRAFT TO SERVICE.

Online Publication Website – Browser Cache Issue

The internet browser cache is a place on your hard disk where the browser keeps things that it downloaded once in case they’re needed again to speed up your internet connection. We have been notified by an operator that on at least one occasion, a couple of their website users were linked to different revision levels of the same manual. It is possible for this to occur after we have released a revision of a manual you have previously viewed, unless you clear your internet browser cache on your computers as follows:

- When on Internet Explorer browser, hold Ctrl + Shift + Delete to get the Delete Browsing History window,
- Uncheck ‘Preserve Favorites website data’ and check both ‘Temporary Internet Files and website files’ and ‘Cookies and website data’,
- Click Delete. You will get a confirmation at bottom of window once your cache and cookies have been successfully cleared.

You can also set up your browser for the cache to be cleared every time you exit the Internet Explorer browser (Tools/Internet options, then check ‘Delete browsing history on exit’ and select OK). That way you will always be looking at a fresh file whenever you log onto our website and not one saved in your computer cache from a previous visit.

Please pass this information on to other website users at your operation.

Let us know if you find a problem, and we’ll address it asap.
Hydraulic Mist or Smoke in Cockpit?

Earlier 2018 an operator experienced what they thought was smoke in the cabin approximately 30 minutes after takeoff. They were able to remove the “smoke” from the cabin by following checklist procedures and landed safely. Upon further investigation it was found that the smoke was actually a fine mist of hydraulic fluid. Upon replacing the hydraulic line under the cockpit floor (which had a small crack at a bend radii) and operationally checking the system no further anomalies were found.

Within the same month, another operator reported smoke in the cabin. This was indeed smoke in the cabin, stemming from an undercockpit floor hydraulic line also having a crack, spraying hydraulic fluid into the electrical junction box behind the pilot seat. A small skirt was missing from the aircraft, whose sole role was to prevent this type of event. The skirt part number 27-82378-007, should be checked for condition, and care should be noted when working in this area, that it is reinstalled correctly. This part number replaced the earlier –005, that was prone to tearing. This article is to remind all our operators to check this part and ensure that the latest version is installed in order to prevent the possibility of a fire starting from exposed wires in the junction box.

New FAA Airworthiness Directives

The following contains a summary of the latest FAA Airworthiness Directives, issued since the last MetroGlobal newsletter release April 2016.

The first AD 2016-04-04, applies to all 26, 226, 227, and CC7 aircraft. This AD relates to the negative torque system (NTS) for reducing drag in the event of loss of engine power which may result in the pilot’s failure to initiate the Engine Failure Inflight checklist and feather the propellers in time. This AD adds information to the AFM or POH stating that reliance on NTS to lower the drag during engine failure may lead to the pilot not fully feathering the propellers leading to the possibility of loss of control of the aircraft.

AD 2016-10-01, also applies to all 26, 226, 227, and CC7 aircraft. This AD relates to the possible failing of Elevator Control System. The AD arise from reports of failing elevator control rod ends due to lack of lubrication and corrosion. This AD dictates the requirement for the inspection and lubrication of the elevator control rod ends and bearings.

The AD 2016-15-02, applies to all 26, 226, 227, and CC7 aircraft. This AD came from reports of multiple cracks forming in the steel horizontal tube of the cockpit control column adjacent to the access panel cutouts. This AD requires inspection of the horizontal tube, repair and replacement as necessary.

The AD 2016-25-12, applies to all 226, 227, and CC7 aircraft. This AD originated from reports of corrosion and stress corrosion cracking of the pitch trim actuator upper attach fittings attached to the horizontal stabilizer’s front spar. This AD dictates the requirement for consistent inspections to prevent jamming and/or loss of control of the stabilizer which would lead to a complete loss of pitch control.

Always remember to check your FAA website for the latest information. WWW.FAA.GOV
The following contains a summary of the latest FAA SAIB bulletins containing safety related information, that at the time of publication, the FAA has deemed it as not an unsafe condition which would warrant an Airworthiness Directive. These bulletins have been released since April 2016.

The first SAIB NE-16-19, relates to aircraft equipped with Honeywell TPE331-10 and -11 series turboprop engines, to 1st Stage turbine blade failures. The bulletins identifies Honeywell Service Bulletins for BSI inspections of the engines.

SAIB NE-16-18, applies to all 26, 226, 227, and CC7 aircraft equipped with 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. The concern relates to this Lever detaching inflight. Honeywell issued SB’s addressing the replacement or rework of some PPC assemblies, if needed, for all suspect engines.

The SAIB CE-17-04, applies to all 226, 227, and CC7 aircraft with specific Main Landing Gear Yoke and Torque Link Shaft components. The SAIB identifies the M7 Aerospace Service Bulletins that call for inspections of the Yoke and shafts on the affected aircraft.

SAIB CE-18-11 applies to all 226, 227, and CC7 aircraft. This SAIB provides inspection procedures and maintenance actions, referencing M7 Aerospace Service Bulletins, for the elevator quadrant in the aft fuselage due to corrosion.

Always remember to check your FAA website for the latest information. WWW.FAA.GOV

AMOC’s (Alternate Methods of Compliance)

M7 Aerospace has obtained several AMOC’s to various AD’s over the previous couple of years.

The first AMOC relates to AD93-15-01, in that it permitted replacement splice plates accounting for short edge distance to be installed, and allowed oversized fasteners at the aft spar splice.

There is another AMOC to this same AD permitting the use of revised bulletins which address the current engineering part numbers for various parts associated with the bulletins.

AD2011-02-04, applies to all Glass Windshields fitted to 26, 226, 227, and CC7 aircraft. This AMOC is discussed in this newsletter, where it permits 27-14982 windows to be installed without the AD inspection requirement.

AD2005-06-13, relates to the main spar cracks at stringer 13 cutout, and the AMOC permits an alternate method of gaining access to the spar area. It does not change the type of repair. The SRM has now been updated to reflect this Alternate method.
M7 Aerospace is just issuing this notification to ensure all owners/operators are aware of typical damage seen on the Nacelle keelson webs adjacent to the heavy drag brace fitting. Typical damage is cracking/buckling of the keelson web at NS 141.69 just aft of the drag brace fitting. There are two specific locations of interest. The lower region is the small vertical strip of web between the hinge and the drag brace fitting. This area was the subject of previous Service Letters issued in June 2003, 226-SL-030, 227-SL-046, CC7-SL-038. The second area is near the top of the drag brace fitting, in the web immediately aft of the drag brace fitting, where a crack develops from the web corner radius. We’ve seen cracking in the webs across the fleet and generally issue a LAR repair to owner/operators, which is presently being incorporated into the Structural Repair Manual.

Please contact us if you have any questions at MetroTech@M7Aerospace.com.
Many of you have asked about the current plan for a Metro Operator’s Conference. Due to unforeseen issues there was no conference in either 2017 or 2018. M7 Aerospace Spares group is actively planning on having a conference this year. Stay tuned for details.

We are about to start sending out courtesy email notifications of published service information—bulletins or updates to manuals to all operators. This means we need you to ensure your technical publications email address is correct, so that we send the info to the right person. The current system requires the operator to check the website for the latest information, which is still the best method, as emails do go missing periodically.

Remember to order ahead for planned Service Bulletins requiring parts.

Please contact us if you have any questions at MetroTech@M7Aerospace.com.

Lack of elevator control?

Metro’s in production—San Antonio, TX