Welcome to the Metro Global, a newsletter for the Metro/Merlin Family of Operators and Owners. The purpose for the Metro Global is to instruct, to assist, to inform and to establish a liaison between the company and Metro/Merlin Operators and Owners. Please feel free to E-mail Elbit Systems of America with news, ideas, and questions through MetroTech@M7Aerospace.com. We want to know about your operations, success stories and problems.
We thank you for your support!
— Technical Support
E-MAILS FROM GMAIL.COM BLOCKED

ELBIT SYSTEMS OF AMERICA (ESA) IS NO LONGER ACCEPTING E-MAILS FROM GMAIL.COM DUE TO INCREASE OF PHISHING AND MALICIOUS ATTACKS AGAINST ESA EMPLOYEES. PLEASE SEND YOUR E-MAILS FROM A DIFFERENT E-MAIL PROVIDER. THANK YOU.

24/7 AOG SUPPORT AVAILABLE
PLEASE PROVIDE YOUR AIRCRAFT MODEL & SERIAL NUMBER READY FOR A FASTER RESPONSE.

Website
www.elbitsystems-us.com

Spare Sales
Hours: 8:00 A.M. – 5:00 P.M.
Contact: 800.577.7273 or 210.820.8620
AOG Service, 24/7: 210.381.1986
International: 210.820.8620
E-mail: AircraftParts@M7Aerospace.com

Technical Publications
Hours: 6:30 A.M. – 4:30 P.M.
To Order, E-mail: Parts@M7Aerospace.com
For All Other Questions, E-mail: MetroTech@M7Aerospace.com

Technical & Field Support Engineering
Hours: 7:00 A.M. – 4:30 P.M.
Contact: 210.804.7792 or 210.824.9421 (Ext. 7294)
After Hours: 210.382.4146
E-mail: MetroTech@M7Aerospace.com
WELCOME METRO/MERLIN OPERATORS!

Hello 2016, in true Elbit Systems America fashion, we hit the ground running. As last year closed I was proud of the progress the organization made to better our processes in meeting customer demands. Every new year our senior leadership team provides guidance on the area’s they want to see us improve and grow. There was much discussion about the Spare’s business and our commitment to our customers.

We were challenged to focus on area’s that impact our customers most. After reviewing the last five years of sales for all customers, we identified 1,098 parts that were bought four or more of those years. These are considered our priority parts. We engaged with our Supply Chain Management (SCM) team to set goals that include; minimizing re-stocking delays, reduce part costs and improve on time delivery. To that end, our SCM team was successful in realizing cost savings on 17% of the priority parts we identified, which will be passed on to our customers. We would like to publicly recognize Sharon Vidaurri and her team for their hard work.

We would be remiss if we did not acknowledge all the hard work and dedication to customer satisfaction our Tech Support Personnel and Engineering Department provide. We know that Mark Provost and his team continually seek opportunities to make improvements to the aircraft that will improve functionality, maintainability and sustainability.

This will be another year of challenges as we continue our path to sustained customer satisfaction and after nearly a year in this position, I am looking forward to hitting the road and visiting as many of your organizations as I can. We at Services & Support Solutions are dedicated to supporting the Metro/Merlin Fleet and will continue to strive for improvements in that support. See you at the 2016 Metro/Merlin Operators Conference.

Sincerely,
Troy Beshears

HELLO METRO/MERLIN OPERATORS,

Here we are with the first edition of the Metro Global for 2016. Several of us here at Elbit Systems San Antonio have been working on the new Metro/Merlin spare parts price book. I believe I had mentioned earlier that these published prices will remain valid throughout the year of 2016, and we are very close to releasing the 2016 version. In this edition, we will list those items that we see that are the most frequently used parts, with future editions that will contain a lot more part numbers. It has been many years since a price book for the Metro/Merlin spares support has been issued and this will be the first price book released by Elbit Systems San Antonio in support of the Metro/Merlin Aircraft. We look forward to working with everyone, and we thank you for your continued support.

Sincerely,
Glen Wibracht
### Service Bulletins

Service Bulletins to inspect Elevator Control System Rod End Bearings on SA226, SA227 and CC7 Series aircraft were revised to correct the hardware stack-up for attaching the Elevator Control Links to the Elevator Quadrant, and to allow for use of one NAS43HT4-4 Spacer in place of two AN960-416L Washers. 227-53-008 R3 was released to make a correction to an inspection interval. Service Letters were revised to add additional receptacle part numbers to the inspection.

**Maintenance Manual** Chapter 5 Temporary Revisions for SA226, SA227 and CC7 Series aircraft were issued to clarify, update and correct requirements for time limited components.

### Airworthiness Limitations Manuals (ST-UN-M00X)

Airworthiness Limitations Manuals (ST-UN-M00X) Temporary Revisions for SA226, SA227 and CC7 Series aircraft were issued to clarify, update and correct requirements for Airworthiness Limitations Items in Table 1, Systems Inspections and Life Limits in Supplement A. These corrections include time intervals for SAS visual inspection, Exhaust Duct and Gust Lock replacement stated in previous temporary revisions.

**Compliance** is mandatory for the inspection, check and replacement tasks at intervals specified in the Airworthiness Limitations Manuals, however, keep in mind that should a revision to this manual cause a change to an interval, aircraft that have reached or exceeded the new interval have until the next scheduled access, in conjunction with the Phase or Letter Check inspection program the airplane is operated under, to comply with the task.
AD 2016-04-04 REF. AIRPLANE FLIGHT MANUAL

The FAA has adopted a new Airworthiness Directive (AD 2016-04-04) for M7 Aerospace LLC aircraft models (see Aircraft Models below). The AD was prompted by a report of an accident where an M7 Aerospace Model SA227-AC airplane experienced left engine power loss and consequent loss of control. Training manuals provide descriptions of the Negative Torque System (NTS), which provides anti-drag protection if a negative torque condition is sensed. This feature might cause pilots to assume the system automatically provides full anti-drag protection in the event of an engine failure or power loss. The pilot must also take prompt action to fully feather the propeller on the failed engine to reduce drag. A pilot’s sole reliance on the NTS for reducing drag in the event of engine power loss may result in the pilot’s failure to initiate the Engine In-flight checklist and feather the propellers in time.

This AD requires inserting updates into the Airplane Flight Manual (AFM) and/or the Pilot Operating Handbook (POH) that will clearly establish that the NTS is not designed to automatically feather the propeller but only to provide drag protection.

Effective Date / Contact: This AD is effective April 8, 2016. For services information identified in this AD, you can contact M7 Aerospace at (210) 824-9421; e-mail MetroTech@M7Aerospace.com

AIRCRAFT MODELS

| SA26–AT   | SA27–TT  |
| SA226–AT  | SA227–AC (C-26A) |
| SA226–T   | SA227–AT  |
| SA226–T(B) | SA227–BC (C-26A) |
| SA226–TC  | SA227–CC  |
|           | SA227–DC (C-26B) |

REF: AIRPLANE FLIGHT MANUAL (AFM)

NPRM PROPOSAL AD ELEVATOR CONTROL ROD ENDS

There has been reports of the elevator control rod end failing due to corrosion and lack of lubrication. M7 Aerospace has issued Service Bulletins 226-27-080 R1, 227-27-060 R1, CC7-22-032 R1 dated February 23, 2016 to address this concern. The FAA proposed a new Airworthiness Directive AD in regards of this incident. The AD applies to the following M7 aircraft models (see Aircraft Models at the right). This proposed AD would require initial and repetitive inspections and lubrication of the elevator control rod ends and bearings with replacement as necessary.

Comment Date: The FAA has requested to receive any operator comments on the AD by April 18, 2016.

For services information identified in this NPRM, you can contact M7 Aerospace at (210) 824-9421; e-mail MetroTech@M7Aerospace.com

AIRCRAFT MODELS

| SA226–AT   | SA227–AC (C-26A) |
| SA226–T    | SA227–AT   |
| SA226–T(B) | SA227–BC (C-26A) |
| SA226–TC   | SA227–CC   |
| SA227–TT   | SA227–DC (C-26B) |

REF: ELEVATOR CONTROL ROD ENDS

226-27-080 R1, 227-27-060 R1, CC7-22-032 R1
REVISED FEBRUARY 23, 2016
REDUCED POWER TAKEOFF TIP

Some of the important things to consider while operating your aircraft are ways to get the most out of your fleet’s performance. Using only required power for take off, cruise, and climb will have a lasting positive effect upon overall engine health. It is not necessary to use 100% torque and 650° Exhaust Gas Temperature (EGT) when more than adequate performance is achievable at substantially reduced power settings. The airplane flight manual (AFM) provides information on how to determine the minimum power required for take off. On some aircraft models, adjustable “bugs”, are available for the torque indicators as a handy means of setting the required reference.

MOISTURE IN FLIGHT INSTRUMENT STATIC PORTS

We have received reports of moisture entering the instrument static system; it appears the moisture is entering the static vents, particularly during heavy, rainy weather when the aircraft are parked outside. In the past we have had a few sporadic reports of similar, but not the same type moisture contamination. In those cases, the operator(s) attributed the moisture collection to high humidity content for long periods or in some cases strong rains. These operators drained the static system and no further occurrences were reported.

In anticipation of a possible repeat of this condition, Service Bulletins SA227-34-008 and CC7-34-005 published in 1996, allow easier access to the drains by extending the drain ports and locating them in the Cargo Compartment area. This promotes easier access plus frequent draining of the system minimizing recurring problems.

M7 Aerospace does not offer, as ground support equipment, moisture guards to install on the Metro static ports. A quick research in the Internet lists commercial companies that offer such guards and appear to be reasonably priced. It should be noted that the 4 Flight Instrument static ports located on either side of the fuselage, aft of the Cargo Door area, are the most sensitive and are quick to indicate problems since the Flight Instruments are constantly monitored by the crew. Nevertheless, there are a total of 9 static ports connected to other systems (Cabin Dump Valve, Pressurization controls, etc.) that should also be considered, especially if operating in and around heavy precipitation or if problems in these areas are attributed to moisture entering those systems’ static ports.

If any other operators are having or have had similar occurrences of moisture contamination, please provide M7 Aerospace with details such as:

1. System(s) affected.
3. Amount and frequency of contamination.
4. Other type of contamination.
5. Compliance with Service Bulletins cited and effectiveness on system.
6. List type of operating environment/conditions where most affected.
7. Any other unusual like discrepancies.

If you have any comments/details to share, please send them to: MetroTech@M7Aerospace.com
JACKING AND TOWING PRECAUTIONS

The following precautions and practices should be observed when jacking the Merlin / Metro aircraft. Failure to adhere to these practices and procedures may result in damage to the aircraft or injury to personnel. Figure of jacked aircraft is shown on page 11.

PRECAUTIONS:
1. Jacking the aircraft outside of a hanger is NOT recommended.
2. The aircraft should be on a hard, level surface when jacking.
3. Loose cargo, tools, and equipment should be removed from the aircraft before jacking.
4. ALL three jack points MUST be used and jacks raised smoothly and evenly during jacking operations.
5. When one or both engines are removed, provide adequate tail support and balance to maintain aircraft balance.

PRACTICES:
1. The aircraft is jacked at three points for all wheel, tire, brake and landing gear maintenance that requires transferring the aircraft weight from any of the three landing gears.
2. Raise jacks simultaneously to maintain aircraft in a level attitude.
3. Place a support under the aft fuselage.
4. When lowering the aircraft, lower all three jacks simultaneously to maintain the aircraft in a level attitude.

TOWING:
Because of the direction in which loads are applied during taxiing, the nose wheel steering is allowed to deflect the nose wheels an additional 13 degrees past the towing turn limits, to a maximum of 63 degrees.

PROCEDURES:
1. As a safety precaution when towing the aircraft for extended distances or across active taxiways and runways, station a qualified person in the pilot seat to man the brakes in case of an emergency.
2. Station observers by each wing tip and by the tail to verify obstacles clearance.
3. Verify that all three landing gear drag braces are in over center locked position.
4. Close all aircraft doors.
5. Tow at low speeds and avoid jerky movements.
6. Move the aircraft in a straight line before turning.
7. Observe turning limits marked on the nose strut.

CAUTION
– DO NOT TOW AIRCRAFT WITH NOSE WHEEL ARMED AND BATTERIES ON. DAMAGE TO THE NOSE WHEEL STEERING ACTUATOR CYLINDERS IS PROBABLE.
– DAMAGE WILL OCCUR TO THE NOSE WHEEL CENTERING CAM AND CAM FOLLOWER IF THE TURN LIMITS ARE EXCEEDED.
JACKING AND TOWING PRECAUTIONS CONT’D

MAXIMUM RETRACTED JACK HEIGHTS

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<td>TIRES AND STRUT DEFLATED</td>
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<td>ONE TIRE FLAT</td>
<td>48 INCHES</td>
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FOR REFERENCE, PLEASE GO TO THE MAINTENANCE MANUAL, CHAPTER 7 – LIFTING AND SHORING.

NOSE JACKING:
1. Nose Jack must be capable of lifting a minimum of 3,000 pounds.
2. In order to jack at three points and maintain level attitude, the minimum recommended extended jack height is sixty-six (66) inches.

WING JACKING:
1. Jacking requires jacks capable of a minimum of 6,000 pounds each. The minimum extended jack height is sixty-four (64) inches.
2. M7 Aerospace recommends the use of a support under the aft fuselage.

CAUTION
SUPPORT THE AFT FUSELAGE ANYTIME PERSONNEL OR CARGO ARE IN OR ON THE AIRPLANE AFT OF F.S. 350 OR WHEN THE NOSE LANDING GEAR IS REMOVED TO PREVENT TAIL STRIKE.
PROPER LUBRICATION TIPS

Lubrication of aircraft components is usually a messy task, but an important necessity. As with any job, in order for it to be effective it must be done correctly. Some things to keep in mind when lubricating components:

1. Use the right lubricant for the job. Using the wrong lubricant can cause problems. For example: A high temperature lubricant may not have a sufficient low temperature range and could freeze at altitude or in cold weather. This could be disastrous if applied to flight controls. Conversely, a low temperature grease applied to wheel bearings may sling out on the first landing causing bearing failure. When in doubt check Chapter 12 of the Maintenance Manual.

2. Zerk fittings are not the only lubrication points. Do not neglect bearings and rollers. Application of lubricants with a squirt can or brush is a necessary part of the job.

3. NEVER USE PRESSURE CAN “LUBRICANTS” SUCH AS LPS OR WD-40. These are not lubricants, but solvents designed to loosen “frozen” or rusted parts. Once the part is loosened, the appropriate lubricant should be applied. Where parts are being simply relubricated, the proper lubricants should be added with a squirt can or brush. The solvents will simply wash out any remaining lubricant and accelerate wear.

4. Avoid the use of pneumatic grease guns. While they may speed the job up they may cause failure of bushings that have no relief holes.

5. If after several attempts you are unable to get a zerk fitting to accept grease, remove the fitting and clean it out. If the zerk still refuses to cooperate then the component needs to be taken apart and cleaned. If it didn’t take lube from you it may have been missed the last time and could be wearing rapidly.

6. Remove excess grease and oil with a rag when you are through. Left on surfaces, grease and oil attract dirt and grit which ends up on other parts of the aircraft once airborne.

For questions or comments, please e-mail: MetroTech@M7Aerospace.com

NEW FAA MMEL FOR SA226/227 REVISION 16B

There is an update on the MMEL for the SA226/227 Series aircraft by the FAA on January 20, 2016. For additional information, please visit: http://fsims.faa.gov/PICResults.aspx?mode=Publication&doctype=MMEL. Click on the “Airplane” link and a list of aircraft manufacturers will appear, next click on “M7 Aerospace” to view the document.
Elbit Systems of America / M7 Aerospace has provided Metro Training Services since 1993. We have organized a team of knowledgeable and experienced technicians and illustrators to design and implement training for all Fairchild manufactured Merlin and Metro aircraft.

Our concept, learning Type Aircraft Systems, is much like learning Mathematics; there seems to be a true and logical sequence of functions that need to be learned for the process to be effective. For example: One does not learn multiplication without first learning addition and subtraction. One also does not learn Algebra without first learning multiplication and division and so on.

To apply this concept, we designed our courses to start with a General section that provides the student with an overview of how the aircraft is manufactured/assembled, describing some of the basic structures and assemblies that form the aircraft. Electrical components is the next choice in the sequence due to the substantial amount of components and systems provided by the aircraft. To go further in the design, Fuel is required to feed a running Powerplant which produces Bleed Air to feed the Pneumatics that power Air Conditioning and Pressurization. Hydraulics is needed to power the Landing Gear and so on. One can see the natural sequence followed to complement the student’s natural learning process.

To date we have trained approximately 600 students, nearly 400 Metro/Merlin and approximately 200 on the Do328. Since the majority of the training was Merlin Metro courses, we have had the opportunity to revise our courses to continually improve our training material, however, we need to do more. We need to know if our views on training are meeting your expectations. While we are confident with the design, the material covered and accuracy of subjects and presentations, we would like your feedback. Please do not hesitate and help us improve; we take your suggestions into consideration to give you a better educational experience when utilizing these courses.

We are preparing a questionnaire for distribution to all operators of Metro/Merlin aircraft so we can gather your ideas and suggestions. We have established close contacts with several operators, but others are new to the operation or maybe are not aware of the availability of this service. This questionnaire is an opportunity for everyone to participate in shaping our training to ensure it meets your needs. We are aware this information is valuable to you so it will be treated with a high confidentiality and used only for the intent of improving our training service and acknowledging your needs.

If you are willing to participate in this project, please contact us as soon as possible.

Thank you,

Ray Hernandez
Manager of Technical Support
E-mail: MetroTech@M7Aerospace.com
Mailing Address: 10823 NE Entrance Road
San Antonio, Texas 78216
METRO/MERLIN OPERATORS CONFERENCE

EVENT: MAY 25-26, 2016

With May just around the corner, we are pleased to announce that we just signed the contract with our venue, the Hilton Palacio Del Rio, San Antonio with a room rate of $179 a night. Our goal is to provide an open forum that fosters an exchange of ideas addressing maintenance issues and tips, future inspections per Service Bulletins, Safety related inspections, and customer issues. Our Engineering team will be on hand to engage any issues or concerns not addressed in presentations.

In order to make this conference more effective we are soliciting all operators to submit, via e-mail, any topics you would like to have discussed, no later than 29 April 2016. We are also happy to announce that we will have the new engine representative from Honeywell providing a presentation.

Expect to receive formal notification, schedule of events, LLS Charity Golf Tournament, and registration information by the end of March.

For questions regarding the Metro/Merlin Operators Conference, please contact Troy Beshears at troy.beshears@elbitsystems-us.com

COST SAVINGS ON PART REPLACEMENT!

NEW ITEM: 27-31000-799 (O-RING)

The O-ring part (DS001-015-2) will be replaced by a proprietary part (27-31000-799). While the original DS001-015-2 O-ring had a high price for quite some time due to acquisition cost, we created a proprietary part 27-31000-799, to provide a price reduction. The 27-31000-799’s price is $24.93 while the DS001-015-2’s price is $170.40.

M7 AEROSPACE WILL ONLY CARRY THE 27-31000-799 GOING FORWARD.

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<td><strong>SAVINGS</strong></td>
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<td>$145.47</td>
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HILTON PALACIO DEL RIO, SAN ANTONIO, TEXAS
TIPS DURING HOT AND COLD WEATHER

For those of you entering the summer season, here are ways to keep your Metro aircraft cool during the hot days.

**Cool Down:**
Allowing an engine to cool down under low RPM idle conditions for as long as practical is one way of increasing engine life. A three-minute cool down is practical, little more is better, and a little less is not a catastrophe if it occurs occasionally.

**Purge:**
When you finally shutdown, give the fuel system a chance to do its job. Hold the stop button in until RPM drops below 30% which will ensure the full charge, has been spent. This achieves the full fuel nozzle cleaning blast. Also if you have just run the engine for maintenance, make sure the engine RPM has gone up to 96% for at least five seconds to ensure the fuel purge systems has been charged.

**Avoid Sagging:**
After shutdown, considerable residual heat is trapped in the engine. This heat can cause the engine-rotating group to sag. If a start is attempted while the rotating group is in the sagged condition, the possibly of compressor rubbing and subsequent loss in compressor efficiency is greatly magnified. By pulling the propeller blades through, you ensure a more uniform cooling down process, thus minimizing the likelihood of creating the sagging condition.

**Pulling Prop Blades Through:**
Pulling the prop blades through approximately 12-15 blades within 5-15 minutes after shutdown will enhance the engine cool down process and eliminate possible grief during the next start attempt. Pulling the prop blades through also reduces coking of the fuel nozzles.

For others it is time to start thinking about cold operations. Keep in mind that cold weather takes a little more effort on everyone’s part to keep equipment functioning properly. Some areas that need special attention:

1. Clean and lubricate the landing gear more often.
2. Check the propeller de-ice harness and slip ring for condition.
3. Inspect carefully for ice and snow on aircraft.
4. Move flight controls through complete range by hand to insure they are free.
5. Inspect and treat your de-ice boots regular with ICEX II.
6. Review your de-icing procedures.
7. Hanger your aircraft if possible.

If you have any questions, please e-mail us at MetroTech@M7Aerospace.com.
## 2015 Engineering Rates / Technical Support Fees

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<td>Technical Solutions / Services</td>
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*There is an additional fee to cover FAA approval ranging from $300-$1500 depending on the complexity of the task.*
## 2016 TECHNICAL PUBLICATIONS MANUAL FEES

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