

UNAPPROVED PARTS NOTIFICATION

NO. 96-083
May 5, 1997

AFFECTED ENGINES:

Teledyne Continental Motors and Avco Lycoming Engines Overhauled or Repaired by Standard Aircraft, Inc. or Quality Engines, Inc.

PURPOSE:

This Unapproved Parts Notification contains information regarding investigation of Quality Engines, Inc., John's Island, South Carolina, and Standard Aircraft, Inc., Belmont, North Carolina.

NOTE: Standard Aero, Inc., is not affiliated with Standard Aircraft, Inc.

This notice is to advise all owners, operators, and maintenance entities of investigations of noncertificated engine overhaul facilities. The investigation was based on numerous customer complaints of poor workmanship, failure to meet standards, and premature failures on overhauled engines and engine accessories. These companies have been, or are now, owned and operated by either Zackery Scott Stroupe or Anthony Mark Stroupe. Over the years, these individuals did business and/or were involved in the following companies:

Standard Aircraft, Inc.	Service Performance, Inc.	Quality Engines, Inc.
Air Palmetto, Inc.	Coastal Air Engines, Inc.	Air Engines, Inc.
Veterans Airmotive, Inc.	Aero Tech Engineering, Inc.	Gastonia Aircraft Engines, Inc.
Aviation Products Int'l, Inc.	Gastonia Air Engines, Inc.	Performance Air, Inc.

BACKGROUND:

During this investigation, it was determined that the above named companies may have been involved in aircraft engine overhauls that were contrary to Title 14 of the Code of Federal Regulations (14 CFR). Discrepancies in engine and accessory overhaul records indicated work accomplished by Standard Aircraft, Inc. and Quality Engines, Inc. was not performed in accordance with accepted industry standards and the performance requirements of 14 CFR Part 43.

The nature of the noncompliance is as follows:

- a. Current manufacturers' overhaul manuals and illustrated parts catalogs were not available or being used during the overhaul of Teledyne Continental Motors and Lycoming reciprocating engines and accessories.
- b. The use of used/replacement parts that did not meet the engine manufacturers minimum service limits requirements.
- c. Accessories were overhauled or repaired by noncertificated repair facilities (i.e., repairs performed by automotive electric shops that did not have current aircraft overhaul manuals). Some of the nondestructive testing (NDT) work was done by a non-certificated facility and components were approved for return to service by a mechanic who had no formal training in NDT procedures.

d. Engines were returned to service without the proper documentation of work accomplished, service instructions, bulletin compliance, and AD compliance.

RECOMMENDATIONS:

Aircraft owners, operators, maintenance entities, parts distributors, suppliers, and manufacturers should determine if any work was accomplished on the referenced engine by the above named companies. If work **was** accomplished, the following should be done:

- a. The part or component should be inspected and checked for serviceability and conformity.
- b. Particular attention should be given to the engine log book entries, maintenance release tags, invoices, and any other documentation concerning parts in the engines/accessories that were overhauled or repaired. Those items should be reviewed for authenticity and to substantiate the component's historical record.
- c. If an engine experienced major problems such as complete engine failure, premature accessory failure, low cylinder compression, burnt valves, piston failure, metal in the oil screen, engine overheating indications and other indications of improperly performed work, it should be reported to the local Flight Standards District Office (FSDO) by telephone, fax, or by a Malfunction and Defect Report.

Regulations require that type certificated products conform to their type design. In instances where an unauthorized procedure and/or repair has been accomplished, appropriate action should be taken.

FURTHER INFORMATION:

The FSDO listed below would appreciate any information regarding the discovery of the above problems from any source, the means used to identify the source, and the actions taken to remove them from aircraft and/or stock.

This notice originated from the Charlotte, North Carolina FSDO, 4700 Yorkmont Road, Rm. 203, Charlotte, NC 28208, telephone (704) 344-6488, fax (704) 344-6485, and was published through the Suspected Unapproved Parts Program Office, AVR-20, telephone (703) 661-0581, fax (703) 661-0113.