

# The UPDATE Report



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## Regulatory Update

### Quick Takes

ASA is still working with the FAA to try to develop a solution to the problems associated with export airworthiness approval of class III parts. The FAA has recently pledged that they *will* create a long-term solution in the long-awaited revisions to Part 21 (currently scheduled to be published as a Notice of Proposed Rulemaking in 2006).

The Part 21 final rule is still years away, but the FAA has also committed to developing a short-term solution. The Association has been working with the FAA and with others in the industry to develop a temporary solution through a petition for exemption. The petition is designed to provide a temporary mechanism that permits all ASA members to apply for export 8130-3 tags for class III parts.

In a related issue, some DARs have been losing their ability to issue domestic 8130-3 tags for aircraft parts because of change in the language of Function Code 23 that arose when the function codes were moved from FAA AC 183-35 to FAA Order 8100.8. FAA insiders have admitted that this change was unintentional and is likely to have been a typographical problem. FAA Manager Frank Paskiewicz has already taken steps to try to remedy the situation.

The FAA is continuing to work toward a regulation that would apply to false and misleading statements in commercial documents associated with aircraft parts. After being returned to the FAA, the draft rule has been sent to the Office of the Secretary for a second time. If approved at this level, it will make a stop at the Office of Management and Budget before being published in the Federal Register as a Final Rule.

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# THE UPDATE REPORT

is a monthly newsletter of the Aviation Suppliers Association. Questions and/or comments should be addressed to:

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## THE UPDATE REPORT

provides timely information to help Association members and readers keep abreast of the changes within the aviation supply industry.

## THE UPDATE REPORT

is just one of the many benefits that the Aviation Suppliers Association offers members. For information on ASA-100, the ASA Accreditation Program, Conferences, Workshops, FAA guidance like Advisory Circulars, Industry Memos, or services and benefits, contact the Association.

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# MESSAGE FROM ASA'S PRESIDENT

By now, you've noticed that the Update Report has a new look. We've been working for a while on changing the look and feel of the newsletter, and we are finally able to roll it out. Because so many ASA members and supporters read the emailed version or the on-line version of the Update Report, we are optimizing it to be read in an on-line format, for example, using a larger more reader friendly font.

Our efforts to change the newsletter slowed down the publication pipeline, so we owe you an apology for the timing on this first issue. Normally published on January 31, it is about a month late. To make up for it, though, you should see a flurry of news hitting your desks - we have a lot going on!

Corporate taxes for FY 2004 will start to become due March 15 (and thereafter for those with non-calendar-year corporate calendars). Make sure you (or your tax accountant) are familiar with the many recent changes in the tax code that affect businesses.

- Small businesses can expense up to \$102,000 of otherwise depreciable assets for FY 2004 - this benefit begins to phase out if you purchased \$410,000 or more in depreciable assets in 2004.
- If your company donated property after June 3, 2004, and plans to claim a contribution deduction greater than \$5,000, then you will need a "qualified appraisal." This does not apply to contributions of cash, inventory, publicly traded stock or intellectual property.
- If you made a deductible contribution for Tsunami relief in January 2005, you can deduct it on your 2004 taxes.

Best Regards,

Michele Dickstein

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## 145 Training Comments Due March 22

The FAA has extended the comment period on the Repair Station Training Program Advisory Circular. Comments are now due on this document by March 22, 2005. ASA requested this extension in a letter jointly signed by Aeronautical Repair Station Association, Aircraft Electronics Association, and National Air Transport Association.

The Associations' joint petition also asked the FAA to delay the implementation period for the training program requirements. The main reason for the delay was that the FAA had originally pledged to give repair stations two years after the publication of the AC in order to develop and implement their training programs. Delay in publishing the AC has cut this two year implementation period to nothing. The need for the two-year implementation period, however, remains. Without sufficient time to review the final version of the Advisory Circular (in which all of the training program details are published), repair stations (especially smaller ones without pre-existing training programs) would be likely to establish quick, make-shift training programs with the main goal to meet the letter of the regulatory requirement, rather than creating robust programs designed to meet the spirit of the rule. The additional implementation time would permit the creation of robust training programs designed to fully meet the training needs of the aviation maintenance industry.

The FAA 'denied' this petition, on the grounds that they were already working on a rule change to postpone the implementation date. This makes sense, since the April 6, 2005 implementation date for Repair Station Training Programs is just two weeks after the end of the Advisory Circular comment period.

You can see ASA's petition to postpone the implementation date (which explains the importance of having adequate time to comment and to implement) on the internet at [http://dmses.dot.gov/docimages/pdf91/311247\\_web.pdf](http://dmses.dot.gov/docimages/pdf91/311247_web.pdf).

The Draft AC is available at: [http://www.airweb.faa.gov/Regulatory\\_and\\_Guidance\\_Library](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library).

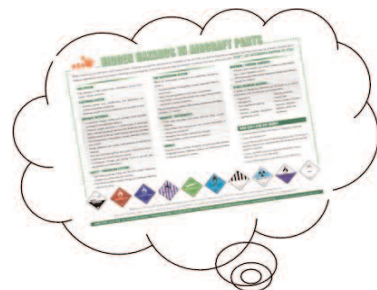
Comments on the Training AC should be directed to Mr. Herbert E. Daniel, Aircraft Maintenance Division, General Aviation and Repair Station Branch (AFS-340), Federal Aviation Administration, 800 Independence Ave., SW., Washington, DC 20591; fax: (202) 267-5115; e-mail: [Herbert.E.Daniel@faa.gov](mailto:Herbert.E.Daniel@faa.gov).



### DO HAZARDS IN AIRCRAFT PARTS HAVE YOU CONFUSED?

#### TWO WAYS ASA CAN HELP YOU:

1. **Get Educated—Attend an ASA Hazmat Training Initial Training (two day)**
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  - June 29-30, 2005, Miami, FL
  - Sept. 15-16, 2005, Dallas, TX
  - Oct. 11-12, 2005, Reno, NV
2. **Request an ASA Hidden Hazards in Aircraft Parts poster for your facility.**



For updates on training locations and registration visit ASA's website at [www.aviationsuppliers.org](http://www.aviationsuppliers.org). For a copy of a Hidden Hazards in Aircraft Parts poster contact ASA via e-mail at [info@aviationsuppliers.org](mailto:info@aviationsuppliers.org) or call (202) 347-6899.

## Excellence in Aviation Aftermarketing - Aircrafters, Inc.

After airline deregulation and a not so great economy one airline maintenance worker, Frank Poch, found himself without a job. Not willing to relocate, he sought the advice of friends and colleagues who, based on his work experience, recommended that he get in to the aircraft parts business. In 1984, Aircrafters, Inc. was formed. Frank admits that it took quite a while to get established; "With no purchasing contacts and no airline contracts to speak of it was a slow start to say the very least," Frank confessed. According to Frank it took as many as five years to get completely established. Early on Aircrafters specialized in opportunities that lead them from one deal to the next. They took their time establishing the necessary contacts and focused on customer service. Today, Aircrafters is one of the largest wheel and brake distributors in the marketplace.

One would think to run such a successful business today; Aircrafters would need an enormous staff to manage their inventory as well as their customers. Frank credits his company's success to what he calls his "army" of six employees. "The experience and knowledge of these six individuals goes farther than any number of large staff." Each of the management staff at Aircrafters has years of operational, FAA Part 121, airline knowledge to draw from which collectively includes aviation operations, maintenance, purchasing, sales, and stores management experience. Frank couldn't say enough about the staff, "They go out of their way to service customers and keep them informed. They will do what it takes to complete the transaction and they will always exceed the customer's needs and requirements."

*Wondering what Aircrafters has done to keep pace with the changing marketplace?...*

So were we. When we asked Frank about his business plans, he responded, "Over the years Aircrafters has changed its way of thinking. Instead of focusing on purchasing/selling inventory to generate revenue, future procurement of wheels and brakes were made with an advanced exchange program in mind." The primary focus is on advancing the exchange with the airline customer. By doing this, the airline does not have to provision for their own spares, Aircrafters provides them with wheels and brakes in overhauled /serviceable condition and offers the wheels and brakes well in advance of the air carriers needs. There is no last minute scramble or AOG situation. Once the unit is used, Aircrafters ships another (in advance of their needs) and sends the used core out for overhaul. In essence, Aircrafters owns the cores and the customer pays for the service life of the unit.

ASA also talked to Frank about challenging issues facing distributors today. Frank explained his perspective as three-fold. "First, is world competition - the internet has made the business world much smaller. Secondly, the "legacy" carriers system is outdated and the low cost carrier operational design is vastly different. The low cost carriers outsource services to OEMs and work within a closed loop parts system - in other words, typically for a distributor to support a low cost carrier the support customer would actually be the OEMs or MRO; they do not deal directly with the aftermarket. "Third", according to Frank, "is cash management - fuel costs have had a negative affect on payments to suppliers. Suppliers really have to know their customers."

Where does Frank see future growth for distributors? "The international arena as well as the regional marketplace." acknowledged Frank. "Both areas are in the process of major growth.

Aircrafters golden rule of business, "Treat the customer like you would want to be treated." Aircrafters staff experience has produced the level of customer service that you expect to receive.

*Continued on Page 5*

## MEMBER PROFILE

*Continued from Page 4*

The company's "army" of sophisticated traders engages worldwide in lot purchase, consignment representation, outright sale, component exchange, and lease of approved commercial jet aircraft rotatable and expendable parts. That's why AIRCRAFTERS slogan "Excellence in Aftermarketing," is what you can expect.

*Why is being an ASA member so important to Aircrafters?* Aircrafters sees ASA as the expert for today's distributors. Frank shared, "One of Aircrafters greatest benefits from ASA is their annual training. Our employees obtain the latest on regulatory and legal issues affecting our business. Also, being a member allows Aircrafters to present situations that are unique to our own company to ASA for guidance and direction on best business practices." Frank also acknowledged that it is important to them to continue to have industry representation in Washington DC.

Aircrafters has been an ASA member since 1994 and is accredited to FAA 00-56A through the ASA-100 Quality System Standard.

### MEMBER FACTOID - AIRCRAFTERS, INC.

As if supplying aircraft wheels isn't enough; Mid-October 2004 marked the second time that aircraft wheels supplied by AIRCRAFTERS, INC.® resulted in a new truck world speed recorded by N&N Trucking, Junction City, Oregon at the Bonneville Salt Flats in Utah. A speed of 164 mph average of an out and back run bested the record of 162 mph set by Kenworth also using wheels supplied by AIRCRAFTERS in October 1999.

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## ASA Reports Accreditation Growth in Asian and European Markets

Aviation is a global marketplace, so why shouldn't we expect uniform quality standards no matter where we buy our parts? This is the question that many have asked. While America continues to move forward in harmonizing FAA regulations with those of our international counterparts, distributors have quietly been adopting ASA-100 as an international standard of aviation parts distribution quality.

The Voluntary Industry Distributor Accreditation Program (VIDAP) has been unwavering in its commitment to quality over many years. The FAA's recent report on the VIDAP explains that, "ASA, the accreditation organization that was audited, has a quality system that far exceeds the requirements of AC 00-56" and, "The ASA-100 accredited distributors that were audited by the FAA have quality systems that exceed both ASA-100 standards and the AC 00-56 requirements." The FAA report concluded that many of the distributors who have chosen to participate in the program, did so because the industry knows that ASA's third-party certification offers customers a high level of quality and an added level of certainty.

ASA is proud to have played an integral role in the development of the distributor accreditation program and is pleased by the growing number of companies that choose ASA-100 as their quality system standard.

While ASA continues to have many international companies involved in the ASA Accreditation Program (ASAAP), growth in the Asian market has taken the spotlight in more recent months. In early December, Optimum Aerospace Supplies and Skyline Aviation Supplies, both located in Singapore, and Aeroklass, located in Malaysia, entered into the ASA Accreditation Program.

The increasing desire of companies in Asia to be accredited to the ASA-100 Standard demonstrates the importance of the ASA-100 Standard in not only the Asian aviation community, but the industry as a whole. The success of the program is revealed by the following testimonials from these newly accredited companies to the Accreditation Program:

- ASA has become an industry standard and increasingly airlines in Asia are adopting it as a recognized standard. Accreditation has enabled us to reach new customers with various needs." – L.Tayalan, Skyline Aviation Supplies
- ASA-100 has opened up more doors to my business. ASA-100 is a reputable accreditation body and is widely respected in the Southeast Asian region. Being accredited by ASA-100, we have proven that we adhere to a recognized world class system, the FAA AC-0050A, and hence opened up more opportunities for our business." – Kapila, Aeroklass
- Ever since our ASA-100 accreditation, we have seen an increase in the volume of business from our existing as well as new customers. It is by far the best business decision we ever made to go the ASA way." - Bill Tay, Optimum Aerospace Supplies

In addition to the recent growth in the Asian market, the ASA Accreditation Program continues to receive recognition in Europe. Alpine Air Support in Switzerland entered the program in December and praised ASA by saying, "We were very impressed by the professionalism and knowledge of the ASA auditor as well as the Aviation Suppliers Association in Washington DC."

ASA-100 is becoming an internationally recognized quality standard. With auditors already scheduled to be in Europe and Asia in 2005, ASA expects more interest in the Program in the coming months and years.



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## Edward J. Glueckler Award Nominations Sought

Nominations are now being accepted for the Association's Edward J. Glueckler Award! Nominations are due not later than April 1, 2005.

Past award recipients have included

- 2004 - Inventory Locator Service's Bruce Langsen
- 2004 - Inventory Locator Service's Jim Sdoia
- 2003 - Time Aviation's John Butler
- 2002 - Boeing's Peter Gallimore
- 2002 - Northwest Airlines' William Tipton
- 2001 - FAA SUPs Manager Ken Reilly
- 2000 - International Airline Support Group's Jay Rosenberg
- 1999 - FAA National Resource Specialist Al Michaels
- 1998 - ASA's Founder Edward Glueckler

### History

Edward J. Glueckler was the founder and first President of the Aviation Suppliers Association. He started the Association out of his own home and watched it grow to 180 members. He left the Association in August 1997.

During his tenure, he served as the Chairman of the Industry Suspected Unapproved Parts Steering Committee, a group that develops and implements strategies for preventing unsafe parts from being installed on aircraft. This group works closely with the FAA to promote aviation safety.

He was also instrumental in the development of the FAA's Voluntary Industry Distributor Accreditation Program. The Program permits aircraft parts distributors to seek third-party accreditation to a standard that the FAA has found acceptable. It allows distributors with robust quality systems to receive FAA acknowledgement of their efforts to promote safe aircraft parts.

In special recognition of Mr. Glueckler's efforts, the Association named its annual award after him. The Edward J. Glueckler Award is presented annually in recognition of outstanding commitment, dedication and contribution to the Aviation Suppliers Association and to the aviation industry.

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### Glueckler Award Nomination Details

#### *The Nominating Process*

Any ASA member company may nominate a person to receive the Edward J. Glueckler Award. This privilege is reserved solely to members, and ASA will not accept nominations submitted by non-members. The submitter must be a member on the day that the nomination is received and processed by ASA or the nomination will be rejected. Because ASA must be able to confirm that the nominating party is an ASA member, anonymous nominations will not be accepted.

Each ASA member company may nominate as many persons for this honor as that company deems appropriate, with no limit.

The nomination should include the nominee's full name, and a brief biographical statement describing the nominee's qualifications that make him or her worthy of the Edward J. Glueckler Award. The brief biographical statement shall not exceed 300 words in length. The nominating member's complete corporate name, address, telephone number, and ASA contact person should be listed on the nomination form. Contact information for the nominee is appreciated.

ASA reserves the right to reject nominations that are incomplete.

#### *Eligibility*

Anyone whose efforts have contributed to the Aviation Suppliers Association and to the aviation industry is eligible to be nominated. The individual does not have to be an ASA member, nor an employee of an ASA member, to be nominated. For example, a retired person who used to work for an ASA member might be nominated in recognition of his or her lifetime of contribution to the industry.

#### *Selection Criteria*

The Edward J. Glueckler Award will be presented annually in recognition of outstanding commitment, dedication and contribution to the Aviation Suppliers Association and to the aviation industry. Nominees should be persons who have made significant contributions to the Association and its members. Examples may include persons who have devoted significant time as volunteers on Association committees, or persons who have made considerable efforts to increase or enrich the membership of the Association.

The ASA Board of Directors will select the Edward J. Glueckler Award recipient at their May 2004 meeting.

#### *Collection of Nominations*

Nominations will be accepted until close of business at the ASA office on April 23, 2004. They may be faxed, mailed, or emailed but the nominating party is responsible for ensuring their timely arrival.

#### *Presentation*

The Edward J. Glueckler Award shall be awarded to the recipient at the ASA Annual Conference. In the event the recipient is unable to accept his or her award in person, ASA will announce the winner at the conference, and will send the award to the recipient in a manner calculated to reach the recipient, such as by giving it to a person designated by the recipient.

To send in your nomination use this link:

[http://www.aviationsuppliers.org/membership/Glueckler\\_Award\\_05.htm](http://www.aviationsuppliers.org/membership/Glueckler_Award_05.htm)

# UNAPPROVED PARTS NOTIFICATION

SUSPECTED UNAPPROVED PARTS PROGRAM OFFICE, AVS-20  
 13873 PARK CENTER ROAD, SUITE 165  
 HERNDON, VA 20171



U.S. Department  
 of Transportation  
**Federal Aviation  
 Administration**

UPNs are posted on the Internet at <http://www.faa.gov/avr/sups/upn.cfm>

No. 2004-00210  
 February 1, 2005

Mailed by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 73125

## AFFECTED PARTS

R-1820 engine cylinders.

## PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors regarding improper maintenance performed on R-1820 engine cylinders.

## BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that West Coast Cylinder Works (West Coast Cylinder), located at 13907 Marquardt Avenue, Santa Fe Springs, CA 90670, improperly maintained R-1820 engine cylinders. West Coast Cylinder previously held Air Agency Certificate No. YO3R005M.

Evidence indicated that West Coast Cylinder failed to perform Fluorescent Penetrant Inspection (FPI) on certain R-1820 engine cylinders, as required by its approved process specification. The affected cylinders were either sold as spare parts or installed on engines subsequently overhauled and approved for return to service by Airpower, Inc., an FAA-certificated repair station (NS3R721L), located at 4745 Highland Springs Road, Lakeport, CA 95453.

The table below presents a partial list of cylinders that may have been improperly approved for return to service by West Coast Cylinder.

ENGINE S/N	CYLINDER S/N (AIRPOWER, INC.)	AFFECTED AIRCRAFT
BL510087	AP 5111, 5112, 5114, 5116, 5121, 5123, 5124, 5126	Grumman Albatross
BL515782	AP 5021	Grumman S-2
BL516585	AP 3753, 3758, 3764, 4497, 4869, 4883	Grumman S-2
BL516700	AP 2595, 4973, 4995	Grumman S-2
BL520708	AP 3401, 4800, 4816, 4842, 4910	North American T-28
BL520779	AP 3037	North American T-28

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<b>ENGINE S/N</b>	<b>CYLINDER S/N (AIRPOWER, INC.)</b>	<b>AFFECTED AIRCRAFT</b>
PC10037	AP 2139, 5036, 5038, 5039, 5041, 5042, 5051, 5052	Grumman S-2
PC10045C	AP 3323, 5059, 5066, 5068, 5074, 5077, 5078, 5079	Grumman S-2
PC10098C	AP 5001, 5003, 5004, 5005, 5006, 5022, 5024, 5025	Grumman S-2
PC10179C	AP 5034, 5035	Grumman S-2
PC10184C	AP 5044, 5065, 5069, 5075, 5076	Grumman S-2
PC10223	AP 5037, 5040, 5043, 5056, 5057, 5060, 5062, 5064	Grumman S-2
PC10245C	AP 4867, 4902, 4907, 4909	Grumman S-2
PC10259	AP 2975, 4980, 4985	Grumman S-2
PC10268C	AP 2978, 4908, 4911, 5071	Grumman S-2
W507451	AP 4988, 4989, 4990, 4991, 4992, 4993, 4994	DC-3
W507573	AP 4882, 4940, 4964, 4965, 4967	DC-3
W507589	AP 4498, 4937, 4966, 4969, 4970, 4972, 4974	DC-3

**R-1820 Engine Cylinders Sold as Spare Parts:**

AP 2976, 3030, 3336, 4130, 4636, 4806, 4866, 4868, 4870, 4912, 4924, 4930, 4931, 4932, 4933, 4934, 4935, 4936, 4937, 4939, 4941, 4942, 4953, 4977, 4978, 4996, 4997, 5054, 5061, 5063, 5073

**RECOMMENDATIONS**

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors should inspect their aircraft, aircraft records, and/or parts inventory for any cylinders approved for return to service by West Coast Cylinder. If any cylinders maintained by West Coast Cylinder have been installed on aircraft, appropriate action should be taken. If any are found in existing aircraft stock, it is recommended that the cylinders be quarantined to prevent installation until a determination can be made regarding their eligibility for installation.

**FURTHER INFORMATION**

Further information concerning this investigation and guidance regarding the above-referenced parts may be obtained from the FAA Flight Standards District Office (FSDO) shown below. In addition to the above recommendations, the FAA would appreciate any information concerning the discovery of the parts, the means used to identify the source, and the action taken to remove the parts from service.

This notice originated from the Los Angeles FSDO, 2250 East Imperial Highway, Suite 140, El Segundo, CA 90245, telephone (310) 215-2150, fax (310) 645-3768; and was published through the FAA Suspected Unapproved Parts Program Office, AVS-20, telephone (703) 668-3720, fax (703) 481-3002.

# UNAPPROVED PARTS NOTIFICATION



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

SUSPECTED UNAPPROVED PARTS PROGRAM OFFICE, AVS-20  
13873 PARK CENTER ROAD, SUITE 165  
HERNDON, VA 20171

UPNs are posted on the Internet at <http://www.faa.gov/avr/sups/upn.cfm>

No. 2004-00076  
January 18, 2005

Mailed by: FAA, AIR-140, P.O. Box 26460, Oklahoma City, OK 73125

## AFFECTED PARTS

Alternators, generators, and starters.

## PURPOSE

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors regarding improper maintenance performed on aircraft alternators, generators, and starters.

## BACKGROUND

Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that between August 2001 and February 2004, FLAC Industries, Inc., d/b/a Falcon Aircraft Accessories (FLAC), located at 4610 Fighter Aces Drive, Mesa, AZ 85215, improperly maintained and approved for return to service alternators, generators, and starters applicable to various types of aircraft. FLAC holds FAA Air Agency Certificate No. F8ZR871Y.

Evidence indicates that FLAC had approved for return to service starters, generators, and alternators with installed armatures, stators, and rotors that had been rewound without using FAA-acceptable or –approved data. Evidence also indicates that alternators had been approved for return to service without the replacement of parts, as required by current manufacturers’ maintenance manuals.

The following table is a partial list of accessories that may have been improperly approved for return to service by FLAC.

Work Order Number	Return-to-Service Approval Date	Accessory Name	Manufacturer	Assembly Part Number	Assembly Serial Number
2361	10/17/03	Alternator	Electrosystems	ALX-8521LS	B100153
2362	09/05/03	Alternator	Electrosystems	ALX-6521LS	A122878
2472	10/29/03	Alternator	Prestolite	ALY-6522R	A111181
2503	11/10/03	Alternator	Electrosystems	ALX-9524	A041962
2547	12/30/03	Generator	Delco	1101912	FA811A
2564	12/17/03	Alternator	Prestolite	ALY-6421	FA822A
2577	12/22/03	Starter	Prestolite	MCL-6501	9K000023
2581	12/23/03	Generator	Delco	1101898	FA827A
2593	12/29/03	Starter	TCM	646238	A04239903
2594	12/29/03	Starter	Prestolite	MZ-4204	FA839A

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Work Order Number	Return-to-Service Approval Date	Accessory Name	Manufacturer	Assembly Part Number	Assembly Serial Number
2595	12/30/03	Alternator	Prestolite	ALY-6421	FA840A
2598	12/30/03	Alternator	Prestolite	ALY-8420	FA842A
2598-1	12/31/03	Starter	Prestolite	MHB-4018	A149604
2599	01/02/04	Alternator	Ford	DOFF10300B	FA843A
2682	02/03/04	Alternator	Ford	DOFF10300J	FA873A
2700	02/10/04	Starter	Delco	1109657	4730
2701	02/10/04	Starter	Delco	1109657	9315

### RECOMMENDATIONS

Regulations require that type-certificated products conform to their type design. Aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors should inspect their aircraft, aircraft records, and/or parts inventories for any alternators, generators, or starters approved for return to service by FLAC. Suspect products and parts installed on aircraft should be inspected for conforming to type design. If any are found in existing stock, it is recommended that the products or parts be quarantined to prevent installation until a determination can be made regarding each part's eligibility for installation.

### FURTHER INFORMATION

Further information concerning this investigation and guidance regarding the above-referenced parts may be obtained from the FAA Flight Standards District Office (FSDO) given below. The FAA would appreciate any information regarding the discovery of the above-referenced parts from any source, the means used to identify the source, and the action taken to remove the parts from aircraft and/or stock.

This notice originated from the FAA Scottsdale FSDO, 17777 N. Perimeter Drive, Suite 101, Scottsdale, AZ 85255, telephone (480) 419-0330, fax (480) 419-0800; and was published through the FAA Suspected Unapproved Parts Program Office, AVS-20, telephone (703) 668-3720, fax (703) 481-3002.

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## 2005 CALENDAR OF EVENTS!

**\* = Look for Jason or Michele on the speaking program or on the Trade Floor. For additional information click on the link below**

- March 8-10 ..... \*AS<sup>3</sup> Show (PAMA/NATA/GSE) Las Vegas, NV. <http://www.as3.com>
- March 11-13 ..... ARSA Annual Symposium, Washington, DC. CALL (703) 415-5000/(800) 241-3333 or visit <http://www.arsa.org> for more information.
- March 31- April 1 ..... \*Gorham PMA Conference, San Diego, CA. <http://www.goradv.com>
- April 19 - 21 ..... \*MRO 2005, Dallas, TX. <http://www.aviationnow.com>
- April 27-30 ..... \*Aircraft Electronics Association Annual Convention, Dallas, TX. <http://www.aea.net/Convention>.
- May 11-12 ..... \*Airline Purchasing Expo 2005, London, UK. <http://www.aviationindustryexhibitions.com>
- May 16-17 ..... Association of Asian Pacific Airlines (AAPA) Conference, Bangkok, Thailand. <http://www.aapa.org.my>
- May 16-19 ..... \*RAA Annual Conference, Cincinnati, OH. <http://www.raa.org>.
- June 25-28 ..... \*ASA Annual Conference, Boca Raton Resort & Club, Boca Raton, FL. See <http://www.aviationsuppliers.org> for details.
- August 20-23 ..... \*2005 ACPC, San Diego, CA. <http://www.acpc.com>
- October 18-20 ..... \*MRO Europe, Berlin, Germany. <http://www.aviationnow.com>

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