MORE
Maintenance On Reliable Engines

SERVICE BULLETIN

FEBRUARY 8, 2023 **MORE COMPANY S.B. NO. 103**
Rev. 0

PT6A TURBOPROP ENGINE
ELIMINATE TEMPORARY CT DISK
INSPECTION REQUIREMENTS

1. Planning Information

A. Effectiviy

Applies to PRATT & WHITNEY CANADA PT6A engines using the following MORE STC: SE00001EN PT6A-41, -42, -42A

B. Concurrent Requirements

Resume the standard practice of inspecting the Compressor Turbine Disk via Borescope at 400/450 hour intervals.

C. Purpose

To eliminate the temporary requirement for **C**ompressor **T**urbine Disk Inspection to "split" the engine and visually inspect the Disk for cracks in the area not viewable with a Borescope. Compliance with paragraph E1. pg 46 of MORE STC manual, is no longer required.

D. Description

MORE STC SE00001EN contains a temporary work task at 400/450 hour intervals, to inspect the Compressor Turbine Disk for rim cracks by "splitting" the engine and visually inspecting the Disk for cracks in the area not viewable with a Borescope. A review of the cracking issue over the past twenty years indicates this practice is no longer necessary for P&WC PT6A-41, -42, -42A engines.

E. Reference

P&WC S/B 3136, P&WC S/B 3149, P&WC S/B 3164, P&WC S/B 3187, P&WC S/B 3301, P&WC S/B 3318, P&WC S/B 3332, P&WC S.I.L. GEN-037, P&WC S.I.L. GEN-034, P&WC S.I.L. PT6A-066, and P&WC S/B 3360 indicated that the compressor turbine disk rim failure was likely caused by overheating of the compressor turbine disk rim and these documents demonstrated P&WC's efforts to address the problem.

F. Compliance

Voluntary

G. Approval

Federal Aviation Administration has reviewed and approved the technical contents of this Service Bulletin, Revision Original.

www.morecompany.net * email info@morecompany.net
5395 Mountain Creek Court Reno, NV 89511 * (775) 782-3346 * (775) 782-3349 Fax