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Lycoming engines with a TCM (formerly Bendix) Series D2000 and D3000 Dual Magneto SAIB NE-08-26

Submitted by FAA on Thu, 04/22/2010 - 14:02

Attachment	Size
ne-08-26r2.pdf (https://www.askbob.aero/sites/default/files/ne-08-26r2.pdf)	32.44 KB

For various reasons, several incidents of TCM Dual Magnetos separating from Lycoming engines during flight have occurred.

One failure occurred on the first flight after installation of a newly overhauled magneto. The failure occurred due to cracks in the magneto housing mounting flange area that were present as a result of the magneto's prior operation. During the overhaul process, the overhaul manual only required visual inspection of the magneto.

Another failure mode has been due to the use of the wrong gasket between the magneto and the engine accessory housing. Lycoming Service Instruction (SI) 1508B clearly shows that the gasket must be circular and no part of the gasket can extend beyond the flange of the magneto housing. To be more specific, using a gasket with extensions on the outside diameter that allows the stud from the accessory housing to go through the gasket, and position the gasket between the magneto clamp and the accessory housing, is unacceptable.

When a gasket is located between the magneto clamp and accessory housing it will compress and in time result in a loose magneto. A loose magneto will result in the magneto clamp wearing into the magneto mounting flange. Ultimately, the flange thickness will be reduced and the flange will fail.