



NTSB National Transportation Safety Board

Office of Aviation Safety

Aircraft Maintenance and Inspections

Maintenance Quality Assurance

- Part 91: Owner/operator responsible for aircraft airworthiness
 - Required maintenance, inspections
 - Not as extensive as requirements for other revenue operations
- Part 135 requires FAA-approved procedures for ensuring each aircraft is airworthy

Maintenance Quality Assurance

- 8 accident airplanes not airworthy
 - Marine City: No compliance with 5 ADs
 - West Point: Incomplete records, unapproved door removal, altered FMS
 - Others: Overdue inspections, inoperative components
- In some cases, discrepancies related to cause of accident

Engine Overhauls

- Parachute jump operations conducive to engine wear
 - High ratio of cycles to flight hours
 - Sustained climb power, then reduction
 - May require more frequent overhauls
- Engine manufacturers establish recommended TBO
- TBO not mandatory for Part 91

Engine Overhauls

- Four accident airplanes' engines exceeded TBO, two lost power
 - Sullivan: right engine had nearly double the recommended hours
 - East Moriches: engine not overhauled in previous 12 years
- Internal components fractured
- Possibly could have been detected and corrected by overhaul within TBO



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