

cy 703



DEPARTMENT OF TRANSPORTATION  
NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20595

April 8, 1970

A70-3

OFFICE OF  
THE CHAIRMAN

Honorable John H. Shaffer  
Administrator  
Federal Aviation Administration  
Department of Transportation  
Washington, D. C. 20590

Dear Mr. Shaffer:

On January 8, 1970, a Fairchild-Hiller Model FH-1100 helicopter, N390P, operated by the Public Service Company of Colorado, was involved in a nonfatal accident near Blanca, Colorado, after the pilot had experienced two in-flight engine flameouts.

Examination of the engine and its components at the Allison factory on January 21, 1970, disclosed a restricted fuel strainer, P/N 343446, in the Model DP-D3 Bendix gas turbine fuel control unit.

As a result of these findings, subsequent inspections of other aircraft 60 micron fuel control strainer assemblies were made by FAA and NTSB personnel in the Albuquerque and Denver areas. Excessive foreign material, believed to be rust, sand, and fibrous materials was also found lodged in the subject 60 micron fuel control strainers of these aircraft.

A review of the Maintenance Manuals for the Fairchild-Hiller, Bell and Hughes aircraft utilizing the Allison 250-C18 engine installation disclosed instructions for inspection of all fuel filters according to Allison Publication No. 5W2. However, neither this publication nor any of the aircraft manuals contain detailed instructions for the periodic inspection of this 60 micron fuel control filter, or any other respective fuel system filters. Fairchild-Hiller does specify a 300-hour inspection time for fuel filters, but gives no detailed instructions concerning numbers and locations of various fuel system filters.

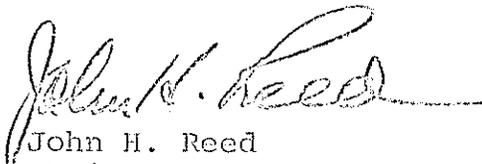
Honorable John H. Shaffer

-2-

In view of these findings, the Board recommends that all Bendix Model DP-D3 gas turbine 60 micron fuel control strainers, P/N 343446, be inspected for contamination/blockage as soon as possible. The Board further recommends that all of the appropriate Inspection, Operation, Service, and Maintenance Manuals be revised to include specific inspection instructions and time intervals for all fuel filters in their respective aircraft fuel systems.

Personnel of your Central Region and Washington office have been contacted concerning this matter and our staff is available for further assistance if required.

Sincerely yours,



John H. Reed  
Chairman