ComancheZOOM for February 10, 2022

Topic: Is it time for an overhaul? with JD Kuti

When is it time to overhaul your engine? Is it based on hours on the engine or months or years since the last overhaul? JD Kuti, owner of Pinnacle Engines, shares his knowledge based on 15 years of experience working with aircraft engines. He will answer such questions as, "How do you know when it's time for the engine to be removed from the plane?"
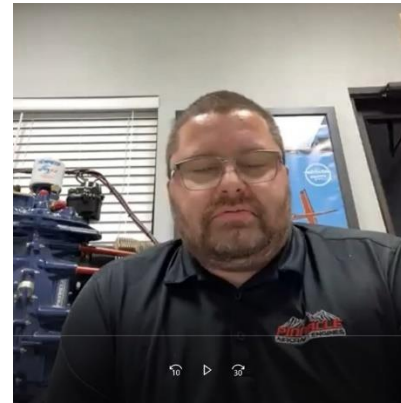
This is the second of a series on engines as presented by A&P JD Kuti of Pinnacle Aircraft Engines. It was eligible for FAA WINGS credit thanks to the Seattle FSDO.

JD sums up the main root cause of engine failure as Corrosion. All engines, when they sit for a while, accumulate moisture in the oil. When the engine is run, the oil/water mix is distributed throughout the engine, and the water reacts with the metal in all the nooks and crannies to start corroding it. The best thing for the engine is to run it long enough to really warm it up. Go fly for an hour! Essentially, boil off the water.

JD gives two examples of engine wear vs TBO time.

In the best case, Cape Air engines that were worked hard in a part 135 operation, flying daily over two years, reached 800 hours over TBO. These engines, although worn from use, had almost zero corrosion and went back into service with new bearings etc.

As a worse case, an aircraft sat for a number of years in Alaska before being flown back to the lower 48 for maintenance. On inspection, the cam lobes were rounded off, the lifters were pitted, the main bearings badly worn, and various gears and shafts unserviceable. The engine had 150 hours on it! The cause for failure – corrosion.

To view/hear the recording of this ComancheZOOM, click on the link(s) below:

- http://meetings.northeastcomanche.org/zoom/2022-02-10/video.mp4
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For the Chat text:

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