

MANDATORY SERVICE BULLETIN 09-560-01

FROM: JetProp LLC

30 March 2009

SUBJECT: Improper Generator Wire Routing Causing Possible Electrical Fire

MODELS AFFECTED: All PA-46-310P/350P aircraft converted to the JetProp configuration in accordance with STC ST0541SE.

COMPLIANCE TIME: Prior to the next flight.

PROBLEM IDENTIFIED: It has been discovered that an improperly routed primary power wire from the generator could contact the oil access door hinge and over time wear through the insulation causing an electrical short and potential electrical fire (Figure 1).

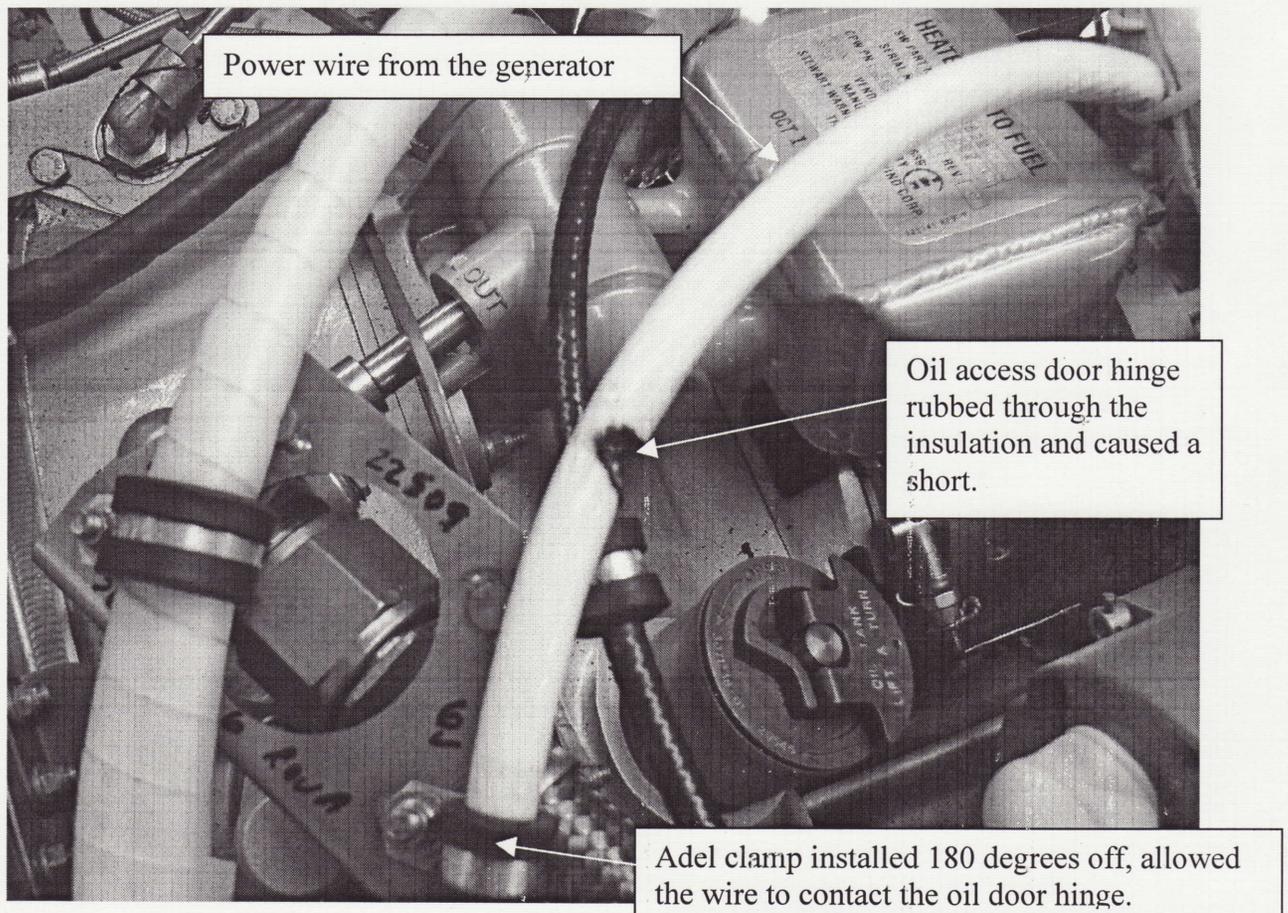


Figure 1. Improperly Routed Wire (Looking Down on the Accessory Gear Box Area)

CORRECTIVE ACTIONS:

- (1) **Prior to the next flight.** Open the oil access door (See Figure 3) and look inside to ensure there is at least 1 inch of clearance between the electrical wires and the oil door hinge when the door is closed. If there is less than 1 inch of clearance, proceed as in item (2) below. *As soon as this has been completed, please send a reply email to Rich@JetProp.com and let us know the results of this inspection. THIS IS A MUST!!!*

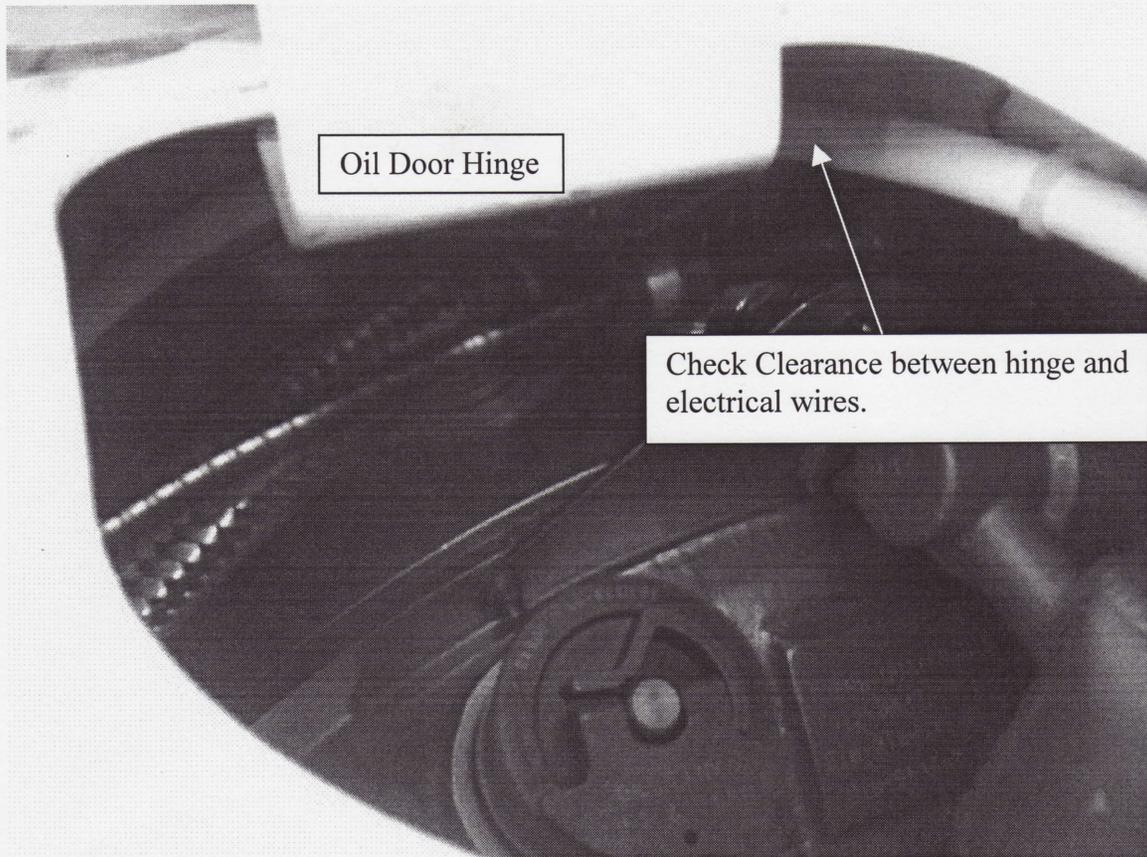


Figure 2. Oil Door Access

- (2) **At the next maintenance event.** Remove the top cowling and inspect the electrical wiring from the generator to the firewall for security and chafing. If any chafing has occurred, correct the problem and replace and secure the wire as necessary. Special emphasis should be placed on the security of the wires around the oil access door hinge when the door is closed. The wires must be secure and there should be at least 1 inch of clearance between the wires and the door hinge when the door is closed. The adel clamp (on the 560.07.706 Cable Bracket attached to the oil line on the top of the engine) holding the primary power wire from the generator should be oriented as shown in Figure 3 to give the needed spacing between the wire and the oil door hinge. If the adel clamp is orientated improperly as shown in Figure 1, correct the

installation and change the orientation of the adel clamp to that shown in Figure 3. If the wire is too short after changing the adel clamp orientation, replace the wire. Please email JetProp if you find the adel clamp was installed improperly or any other problems are identified. Some of the early aircraft may not have exactly the same wire routing. However, the clearance requirements and wire security are still the same.

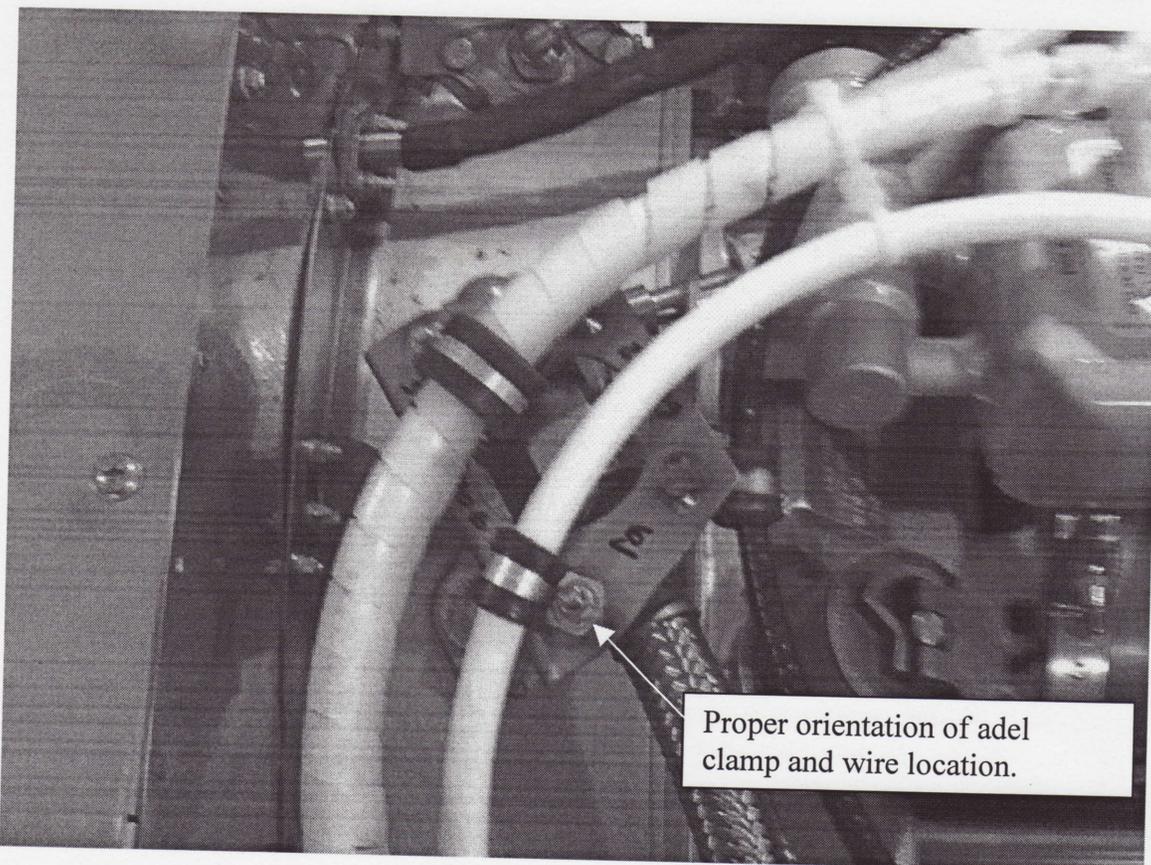
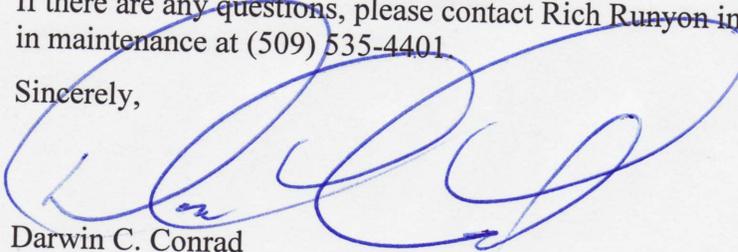


Figure 3. Properly Routed and Secured Wires

- (3) After compliance with items (1) and (2) above make a log book entry stating JetProp Service Bulletin 09-560-01 has been complied with.

If there are any questions, please contact Rich Runyon in Engineering or Steve Nitchman in maintenance at (509) 535-4401.

Sincerely,


Darwin C. Conrad
President
JetPROP, LLC