Monitoring Turbine engine testing

APPLICATION C172

Type of Company: Executive Aircraft Maintenance Repair Facility (MRO)

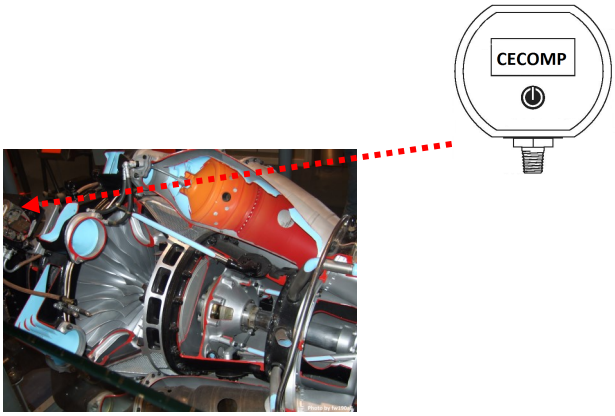
Location: Nebraska

Turbofan engines (TFE731) are commonly used on business jet aircraft. Engines require both Major Periodic Inspection (MPI) and Compressor Zone Inspection (CZI) checks after the TFE engine manufacturer's specified number of engine operation hours, as well as any time there is either high oil pressure or oil leakage. These checks require that pressure/vacuum readings on the transfer gearcase, fan gearcase and the accessory gearcase be recorded.

Photo by API

The Engineering Issue

- The engineer has a requirement for three digital pressure gauges that are accurate, rugged, easy-to-read and cost-effective, requiring a visual indication of pressure/vacuum readings.
- The engine must be operating at takeoff power during the inspection/test whether on the tarmac, in the hanger or at a certified MRO facility.



The engineer used a custom-modified Cecomp DPG1000B. This gauge is "very tough, durable, and accurate" and is able to withstand aircraft lubricants such as "skydrol," which will soften/deteriorate many plastic materials and paints.

Problem. Solved.

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