



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# SAFO

Safety Alert for Operators

SAFO 16002  
DATE: 1/25/16

Flight Standards Service  
Washington, DC

[http://www.faa.gov/other\\_visit/aviation\\_industry/airline\\_operators/airline\\_safety/safo](http://www.faa.gov/other_visit/aviation_industry/airline_operators/airline_safety/safo)

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*A SAFO contains important safety information and may include recommended action. SAFO content should be especially valuable to air carriers in meeting their statutory duty to provide service with the highest possible degree of safety in the public interest. Besides the specific action recommended in a SAFO, an alternative action may be as effective in addressing the safety issue named in the SAFO.*

**Subject:** Improperly Repaired Cessna 206 and 207 Aircraft Engine Induction Air Boxes

**Purpose:** This SAFO advises airplane owners, operators, manufacturers, maintenance organizations, parts suppliers and distributors, regarding repairs documented by Peninsula Air Metals Repair Station No. P2MR320J, and accomplished on the above mentioned Cessna 206 and 207 induction air boxes. Induction air box part numbers could include 1250700-5, 1250700-7, 1250702-2, 1250702-4, 1250702-5, or 1250702-7, with serial numbers ranging from PAM 001 to PAM 200.

**Background:** Information received during a Federal Aviation Administration (FAA) suspected unapproved parts investigation revealed that Peninsula Air Metals, 50915 Mountain Glacier Court, Homer, Alaska, 99603, repaired and sold approximately 200 induction air boxes for Cessna 206 and 207 airplanes without an approved repair specification.

**Discussion:** Evidence indicates that personnel may not have assembled the induction air boxes per methods, techniques, and practices documented in Advisory Circular 43.13, even though the air boxes meet fit, form, function, dimensional measurements, and material thickness requirements for compliance with Airworthiness Directive (AD) 85-10-02. During the repairs of each air box, the material thickness was increased to 0.040" as called out in AD 85-10-02, but this one fact alone is not the terminating action for compliance with the AD.

An inspection of air box serial number PAM 180 revealed the following anomalies:

1. Cracks emanating from drilled holes.
2. Lack of deburring skins.
3. Tool marks in radius.
4. Improper rivet lengths.
5. Improper riveting and non-standard bucktails.
6. Alternate air door gasket material rubbing on the inside radius of the housing.

**Recommended Action:** Regulations require that type-certificated products conform to their type design or properly altered condition. Owners and operators of Cessna 206 and 207 airplanes should conduct inspections of their airplanes and/or parts inventories as follows:

- a. Determine if the following Cessna induction airbox part numbers 1250700-5, 1250700-7, 1250702-2, 1250702-4, 1250702-5, and 1250702-7, Serial Numbers PAM 001 through 200 are in possession.
- b. If discovered, quarantine the airbox to prevent installation until a determination can be made regarding its workmanship and eligibility for installation.

**Contact:** Questions or comments regarding this SAFO should be directed to the FAA, AAL-230 Technical Standards Branch Manager, 222 West 7th Avenue, Box 14, Anchorage, Alaska, 99513-7587, Telephone (907) 271-5514, Fax (907) 271-1665.