



EASA Safety Information Bulletin

SIB No.: 2010-04
Issued: 20 January 2010

Subject: **Suspect Ball Bearing Assemblies - Improperly Heat-treated Balls**

Ref. Publication: FAA Unapproved Parts Notification (UPN) No. 2010-20090817004 dated 8 December 2009.

Description: The Federal Aviation Administration (FAA) has published the referenced UPN (attached as pages 2 and 3 of this bulletin) as a result of an investigation that revealed that certain balls, intended for use in ball bearings, may have received improper heat-treatment.

After reviewing the available information, EASA concurs with and fully supports the FAA recommendations contained in the UPN. This SIB is published to ensure that aircraft owners, operators, manufacturers, maintenance organisations and parts distributors in Europe are aware of these recommendations.

Applicability: Aircraft parts and components held as spares and identified in the attached FAA UPN; and any aircraft which have the affected parts or components, as identified in the attached FAA UPN, installed. The FAA has not determined the aircraft type designs on which these parts are (intended to be) installed.

It cannot be excluded that some of these parts have been supplied to Europe and are now installed on aircraft registered in an EU Member State or associated country.

Contact: For further information contact the Airworthiness Directives, Safety Management & Research Section, Certification Directorate, EASA. E-mail: ADs@easa.europa.eu.

UNAPPROVED PARTS NOTIFICATION

Aircraft Certification Service



FAA
Aviation Safety

No.: 2009-20090817004

Date: December 8, 2009

<http://www.faa.gov/aircraft/safety/programs/sups/upn>

AFFECTED PRODUCTS:

See affected parts and customer listing below.

PURPOSE:

The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts suppliers and distributors regarding the potential for suspect bearing assemblies with improperly heat treated balls manufactured by Hoover Precision Products, Inc. in Erwin, TN, and shipped to Schatz Bearing Corporation in Poughkeepsie, NY.

The table below lists all the bearing part numbers recalled by Schatz Bearing Corporation. Note that not all of the part numbers are MIL-SPEC part numbers; some are customer part numbers for parts similar to MIL-SPEC part numbers.

List of Part Numbers affected by Hoover 1/8" P4 Ball Problem

Schatz P/N	MIL-SPEC#	Customer P/N
B539-1C1	N/A	7261117-001
B540-1C1	N/A	7261118-001
B541DD-H	MS27646-41	3110-00-106-8826
B542-E	N/A	3110-01-528-4473
B5540WZZ-1C1	N/A	-
DSP3-H	MS27643-3	-
DSP4-H	MS27643-4	-
DSP4-I	MS27643-4G	-
K3L2	N/A	-
KP3A-H	MS27641-3	3110-00-027-8758
KP5A-H	MS27641-5	S3952-5- Cessna p/n
KP6AX2-J	N/A	JCB123
KSP3-H	MS27645-3	-
KSP4A-H	MS27645-4A	-
KSP6A-H	MS27645-6A	-

P/N K3L2 is a bearing industry part number where manufacturers may use K3L2 or a variation with a suffix. It is also a NSN part number. The K3L2 bearings shipped by Schatz are a one time shipment of 500 pieces to National Precision with a Lot number 08117 made to Schatz P/N print dated 3/8/08. Schatz has not made or shipped any K3L2 bearings other than these

500 pieces for National Precision. According to National Precision all the 500 pieces were shipped to Australian government and were scrapped in Australia.

The following customers received shipments of suspect bearings:

Accurate Bushing
DFAS Columbus
Dixie Aerospace
ExEltronics
Jamaica Bearing
National Precision
RA Rodriguez
WESCO
WS Wilson

No Schatz Federal Aviation Administration (FAA) PMA bearings are affected.

BACKGROUND:

On September 4, 2008, Schatz Bearing Corporation notified the FAA of a potential problem with Schatz bearings that contained suspect balls manufactured by Hoover Precision Products in Erwin, Tennessee. An investigation performed by Schatz revealed that on or about June 8, 2005, Hoover Precision Products produced several suspect ball lots that appeared to have been improperly heat treated on the same heat treat line (line # 22). Two of these lots were subsequently sold to Schatz Bearing Corporation. (1/8", P4 lot # 02557030 & 1/8", P4 lot # 02599720). These suspect balls remained in storage at Schatz until they were needed. When Schatz pulled the balls from lot # 02557030, assemblers noticed cracks visible to the naked eye on some of the balls. Schatz began inspection of all Hoover balls to determine the degree of the problem. During the investigation, Schatz discovered the second lot of 1/8", P4 balls (lot # 02599720), that also exhibited cracks. All Schatz bearings that may have the suspect balls from these two lots are listed in table 1 above. Schatz has sent out safety bulletins to their customers that may have received bearings with suspect balls. Schatz has invested in an Eddy Current tester and will check all Hoover balls in stock, prior to use. Additionally, Schatz has stopped buying balls from Hoover. Schatz is maintaining a listing of the status of all suspect bearings and is continuing the recall through their RMA program. All recovered suspect bearings will be scrapped by Schatz or by a third party on behalf of Schatz providing a scrap certificate to Schatz.

RECOMMENDATIONS:

Schatz Bearing Corporation is recommending that all suspect bearings be sent back to Schatz to be scrapped.

FURTHER INFORMATION:

You can obtain further information concerning this investigation from Schatz Bearing Corporation, 10 Fairview Avenue, Poughkeepsie, NY 12601, Telephone (845) 452-6000, email: quality@schatzbearing.com.

This notice originated from the FAA Boston MIDO, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7127, fax (781) 238-7898.