

Records selected: 8

Run Date 11-Jan-2016

FEDERAL AVIATION ADMINISTRATION

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Service Difficulty Report Data

TRANSDUCER/SENSOR 12-635- - CIRRUS
FOR THE PERIOD OF: ALL
SORTED BY: DIFFICULTY DATE

PREPARED FOR: TIM MONVILLE - NTSB

This Report Derives from Unverified Information Submitted By
the Aviation Community without FAA review for Accuracy

CONTROL NUMBER:

NUM ACFT MAKE ENG MAKE COMP MAKE PART NAME PART CONDITION STAGE OPS T TIME NATURE CONDITION PRECAUTION PROC
OPCD ACFT MODEL ENG MODEL COMP MODEL PART NUMBER PART LOCATION DIFF-DATE TSO
ATA ACFT SERIAL ENGINE SERIAL COMP SERIAL RECDO PSL OPER CONTROL NO FAA REPORT NO. REGION
SUBMITTER REMARKS

509SR CIRRUS CONT PRESSURE SWIT FLUCTUATES CRUISE 293 WARNING INDICATION UNSCHED LANDING
J4PA SR22 IO550N 12635002 OIL PRESSURE 04/06/2007
7931 2180 689969 SO 13 02118 2007050100104 GL
E OIL PRESSURE DROPPED TO 20 PSI IN CRUISE FLIGHT, DURING CRUISE OIL GAUGE FLUCTUATED +- 4 PSI, BETWEEN 33-37 OTHER INDICATIONS NORMAL,
REMOVED AND CLEANED OIL PRESSURE SENDING UNIT REINSTALLED AND OPERATIONAL CHECKED GOOD.

134AJ CIRRUS CONT SENSOR MALFUNCTIONED CRUISE WARNING INDICATION UNSCHED LANDING
J4PA SR22 IO550N 12634001 OIL TEMP 08/08/2007
7933 1511 917726 SO 2618 2007081700158 GL
E FLYING FROM GSP TO LRO APPROXIMATELY 1500 HOURS LOCAL DEVELOPED A HIGH OIL TEMP. MADE AN UNSCHEDULED LANDING AT CAE WITHOUT
INCIDENT. THERE WAS TWO PASSENGERS ON BOARD. IT WAS DETERMINED THAT THE OIL TEMP SENSOR WAS MALFUNCTIONING. REPLACED SENSOR
AND FLEW TO GMU WITHOUT INCIDENT.

398SR CIRRUS CONT SENSOR ERRATIC CLIMB 866 WARNING INDICATION UNSCHED LANDING
J4PA SR22 IO550N 12635002 OIL PRESSURE SYS 02/08/2008
7930 2102 689888 SO 3257 2008022000166 GL
E IN TAKEOFF CLIMB AND THE OIL PRESSURE WAS FLUCTUATING BETWEEN 25 PSI AND 60 PSI. AIRCRAFT RETURNED TO HOME STATION WITHOUT
INCIDENT. ONE PASSENGER ONBOARD, NO INJURIES OR DAMAGE TO AIRCRAFT. TROUBLESHOT SYSTEM, FOUND THE OIL PRESSURE SENNSOR WAS
READING ERRATIC AT ALL PRESSURE SETTING.

212LV CIRRUS CONT SENSOR DEFECTIVE APPROACH 678 FALSE WARNING OTHER
SR20 IO360\* 12635002 OIL SYSTEM 11/22/2008 678
7931 1547 360009 SO 19 2008FA0000880 GL
G SENSOR PRODUCED A FALSE HIGH OIL PRESSURE INDICATION DURING ACFT APPROACH TO AIRPORT. PROBABLE CAUSE WAS INTERNAL FAILURE,
RECOMMENDATIONS TO PREVENT RECURRENCE ARE UNAVAILABLE, AS THE FREQUENCY OF THIS TYPE OF OCCURRENCE HAS BEEN VERY LOW..

99KE CIRRUS CONT SENSOR INACCURATE NOT REPORTED OTHER OTHER
SR22 IO550N 12635001 MANIFOLD PRESS 01/19/2011
7711 2303 EA 21 2011FA0000098 GL
C THE MANIFOLD PRESSURE SENSOR WOULD GIVE ERRONEOUS READINGS IN FLIGHT, BUT ON THE GROUND WOULD BE ACCURATE. THE REMEDY IS TO
REPLACE THE SENSOR.

Prepared by the Aviation Data Systems Branch / AFS - 620

Selection Criteria: ((C90)LIKE'12635'\*OR(C100)LIKE'TRANSDUCER'\*OR(C100)LIKE 'SENSOR'\*OR(C100)LIKE'PRESSURE SWITCH')AND (C130)= 'CIRRUS'

Sort Criteria: [C25]

Format: SDR G AFS620DB

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OPCD	ACFT MODEL	ENG MODEL	COMP MODEL	PART NUMBER	PART LOCATION	DIFF-DATE	TSO				
ATA	ACFT SERIAL	ENGINE SERIAL	COMP SERIAL	RECDO	PSL	OPER	CONTROL NO	FAA REPORT NO.	REGION		
SUBMITTER	REMARKS										
271CP	CIRRUS	CONT		PRESSURE SENS	FAILED	CRUISE	32	FALSE WARNING		UNSCHE	LANDING
	SR22	TSIO550A		12635002	ENGINE OIL	02/03/2011					
7930	0044	1003132		NM 09	FCPR20110003		GL				
B	LOW OIL PRESSURE WARNING IN FLIGHT. READ ZERO. OIL PRESSURE SENSOR FOUND INOPERATIVE.										
496DA	CIRRUS	CONT		TRANSDUCER	LOOSE	CRUISE	400	FALSE WARNING		UNSCHE	LANDING
	SR20	IO360ES		12635002	OIL PRESSURE	08/02/2012					
7930	1842	1001970		SO 15	2012FA0000527		GL				
D	OIL PRESSURE INDICATION IN YELLOW RANGE CAUSED BY LOOSE OR DIRTY CONTACT PIN AT OIL PRESSURE TRANSDUCER AND AIRFRAME WIRE HARNESS.										
621GB	CIRRUS	CONT		TRANSDUCER	MALFUNCTIONED	CRUISE	1560	FALSE WARNING		OTHER	
	SR20	IO550N		12635002	ENGINE OIL	03/09/2014					
8550	2021	360820		GL	2014FA0000153		SO				
B	DURING CRUISE, SHORTLY AFTER DEPARTURE, PILOT NOTICED A FLUCTUATION IN THE OIL PRESSURE INDICATION. THE PRESSURE WAS INDICATING IN THE 40 PSI RANGE THEN WOULD DROP TO THE LOW 20'S OVER A FEW SECONDS THEN RETURN BACK TO THE 40'S. AS A PRECAUTION THE PILOT RETURNED TO THE AIRPORT OF ORIGIN. ANALYSIS OF THE ENGINE DATA SHOWED A FAULTY INDICATION BECAUSE OF THE "SAWTOOTH" DIGITAL PLOT ON A GRAPH OF THE PSI INDICATION. THE PREVIOUS FLIGHT THAT DAY SHOWED SIMILAR INDICATION FLUCTUATIONS WHEN IT'S DATA WAS REVIEWED BUT WAS NOT REPORTED. PREVIOUS FLIGHTS DURING THE WEEK SHOWED LITTLE TO NO FLUCTUATION IN THE DATA. REPLACEMENT OF THE OIL PRESSURE TRANSDUCER ELIMINATED THE FLUCTUATIONS AND OIL PRESSURE INDICATED S										

NUMBER OF RECORDS: 8