

The Stinson 108 Voyager  
FAA Warning to Franklin Engine users  
By Larry Westin - April 12, 1996

The Federal Aviation Administration posted the warning below in AC 43-16 during March 1993. The IA who inspects my Stinson received his copy on March 29, 1993, and immediately sent me a copy. What follows is directly from the FAA AC 43-16.

**FRANKLIN**  
**UNAPPROVED FRANKLIN ENGINE REPAIR FACILITY**

The following article was submitted by the FAA's National Investigation Team, Suspected Unapproved Parts (AFS-611-B) located Washington, D.C.

A recent discovery disclosed that the Franklin Engine Club, of Underwood, Indiana, (which has NO FAA certification to perform aircraft engine maintenance) overhauled a Franklin engine and approved it for return to service. The subject engine contained improperly installed connecting rod caps, hardware store and automotive variety hardware, tractor and truck engine main and rod bearings, a misaligned and loose propeller shaft, missing crankcase through bolt seals, improper valve spring tension, improperly installed cylinder liners and valve guides, and an oil gallery plug was left out. The approval for return to service for this engine was signed with a fictitious mechanic name and number.

To date, five FAA violations against the group have failed to curtail their activity. The organization continues to advertise in aviation trade magazines and continues to conduct hazardous aircraft engine maintenance.

It is recommended that anyone who has a Franklin engine which may have undergone maintenance by this organization (or individuals associated with this organization) contact their local FAA Flight Standards District Office or FAA Manufacturing Inspection District Office for assistance in determining the airworthiness of their engine.

**Webmaster Note** - since this warning was published I have received information from others that substandard workmanship and materials continue. In some cases the seller has told buyers these engines are for "airplanes licensed in the experimental category" only. Regardless if your airplane is certified (such as the Stinson 108), or homebuilt licensed in the experimental category, you need a reliable engine. Safe flying requires quality parts and workmanship from knowledgeable, licensed FAA A&P mechanics.

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