

1/19/2024

FOR YOUR INFORMATION

2024-5/3-2

To: Boeing Commercial Airplane Company

2053161

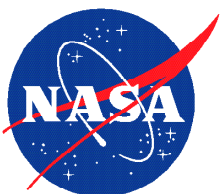
Info: FAA (AVP-1, AVP-200, AFS-200, AFS-900, AFS-260, AFS-100, AIR-720, AIR-780, AIR-360, SEA-AEG), A4A, ALPA, AMFA, ASAP, ATSG, CAPA, IAM, IBT, ICAO, ICASS, IFALPA, IPA, NTSB, PAMA, RAA, SWAPA, TWU

From: Becky L. Hooey, Director
NASA Aviation Safety Reporting System

Re: B737 IDG Drain Plug Issues

We recently received ASRS reports describing a safety concern that may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our alert message service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Dr. Becky Hooey at (408) 541-2854 or email at becky.l.hooey@nasa.gov.



Aviation Safety Reporting System
P.O. Box 189 | Moffett Field, CA | 94035-0189



ACN 2053161

DATE / TIME

Date of Occurrence	202311
Local Time Of Day	No Local Time Of Day Stated

PLACE

Altitude - AGL	0
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AIRCRAFT / EQUIPMENT X

Make Model Name	B737 Undifferentiated or Other Model
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	Generator Drive
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PERSON 1

Function - Maintenance	Technician
ASRS Report Number	2053161

EVENTS

Anomaly	Aircraft Equipment Problem - Critical
Anomaly	Deviation / Discrepancy - Procedural - Maintenance
Detector - Person	Maintenance
Result - General	Maintenance Action

NARRATIVE 1

The IDG's (Integrated Drive Generator) aluminum drain plug which gets torqued at block 2 step XX is often found cracked due to previous over torquing and/or previous use of improper tool (e.g. channel locks) as evidenced by mangled drain plug. An easy confirmation that this aluminum plug is cracked is: #1/ during increased tightening, suddenly the effort decreases, and #2/ visual inspection of crack under naked eye or magnifying glass.

Suggest adding to block 2 step XX "warning: do not over torque drain plug. If during torque sequence the effort required suddenly decreases, stop, and replace drain plug as 'suspected cracked'."

SYNOPSIS

Aircraft maintenance technician reported that the IDG drain plug on B737 aircraft has been found to be cracked due to possible over-torquing.