Pratt & Whitney, PW545A, leaking Garlock Seals, ATA 7261

(The following description references a Cessna 560XL.)

"*(This airplane experienced)* oil loss on both engines, " says the submitter. "The aircraft had been in an 'inactive' flight status' for approximately 18 months. It had been fully maintained—and the engine (and APU) run ups and aircraft taxi checks completed every 30 days. Approved oil had been used since delivery. The aircraft had been prepped for a maintenance flight check prior to being placed back into flight status. Prior to taxiing for departure, a 30 minute ground run was completed and no oil leakage was noted by maintenance. The aircraft departed for its maintenance flight. At 45,000 feet altitude the oil pressure was noted to be dropping on the number one engine. The crew shut it down for precautionary measures and requested an emergency return *(to the airfield)*, landing without incident. While taxiing back *(to base)* the crew noted number two engine oil pressure dropping. They elected to shut down this engine and tow the aircraft back to the hanger." "*(We)* found three Garlock seals on each engine had leaked (hydraulic pump, fuel control unit, and breather)—the breather being the worst—it discharged into the engine exhaust." "The crew mentioned it may be due to inactivity; even though the aircraft had been *(operated)* every 30 days it may not have been enough."

Part Total Time: Unknown