

## **Cessna 550, Fuel Ejector Contamination**

(This report references a Pratt and Whitney 535A engine.)

"After a normal start," states this mechanic, "the L/H power lever was advanced to 'taxi'—and when retarded slightly to adjust power setting, the 'low fuel pressure' annunciator was noted to be illuminated briefly, then followed by the 'L/H Fuel Pump On' annunciator. Turning the electric fuel pump switch to 'off' and back to 'normal' extinguished the 'L/H Fuel Pump On' annunciator. The throttle lever was advanced and retarded as before—and the problem repeated itself. Conferring with Cessna Citation technical representatives, team suggested an inspection of the engine fuel filter (we did it). No contaminants were found. The fuel pump pressure switch (P/N 9912033-2) was swapped Right to Left, but the problem did not follow. These were returned to their normal positions. Cessna sent a maintenance team to defuel, inspect, and troubleshoot the problem. Their results: they found a small plastic fragment restricting the output of the L/H fuel ejector (jet) pump (P/N 9912190-5). The team refueled the aircraft, operationally and leaked checked (okay), and returned to service. As of this writing, the (plastic) particle and its source have not been identified. The fuel control was recently replaced on the L/H engine—this may have been the source as it provides the motive flow fuel pressure to the ejector."

Part Total Time: 850.0 hours