

Cessna 560, Fuel Ejector Contamination, ATA 7313

"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, it was suggested to inspect the engine fuel filter (which was done). 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: a small plastic fragment was found restricting the output of the L/H fuel ejector (jet) pump (P/N 9912190-5). The aircraft was refueled, 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."

This report references a Pratt and Whitney 535A engine.

Part Total Time: 850.0 hours