

ALERT BULLETIN

AB 2024:14/3-8

5/16/2024

2097480

TO: Boeing Commercial Airplane Company

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. Hooley, Director
NASA Aviation Safety Reporting System

SUBJ: B737 MAX 9 Manual Stabilizer Trim Chain Anomaly

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 following:

ASRS received a report from a B737 MAX 9 Technician expressing concern about the manual stabilizer chain wear. Reporter stated he found excessive stretching on the manual stabilizer trim chain installed on a B737 MAX 9 aircraft that had been in service for only 1100 hours. Reportedly, this issue has been observed in other MAX 9 aircraft, and the reporter suggested checking other MAX 9 aircraft.

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 Hooley at (408) 541-2854 or email at becky.l.hooley@nasa.gov.



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



ACN 2097480

DATE / TIME

Date of Occurrence	202403
Local Time Of Day	No Local Time Of Day Stated

PLACE

Locale	ZZZ.Airport
State	US
Altitude - AGL	0

AIRCRAFT / EQUIPMENT X

Make Model Name	B737 MAX 9
Operating Under FAR Part	121

COMPONENT 1

Aircraft Component	Horizontal Stabilizer Trim
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PERSON 1

Function - Maintenance	Technician
ASRS Report Number	2097480

EVENTS

Anomaly	Aircraft Equipment Problem - Less Severe
Detector - Person	Flight Crew
Result - General	Maintenance Action

NARRATIVE 1

Log page on inbound Aircraft X had 1100 hours on it, chain was too new for this to loosen due to normal stretching. Two days later I was informed of the same problem on Aircraft Y [with] 3400 hours.

Suggestion: One-time check of aircraft in the group to see if this is a manufacturing issue.

CALLBACK 1

Reporter stated the inbound flight crew detected a grinding noise in the pedestal area. Aircraft was taken out of service and Maintenance found the manual stabilizer trim chain to be quite loose and well out of tolerance. Chain was tightened in accordance with aircraft maintenance manual procedure. Ground operations check was performed and aircraft was returned to service. Reporter stated they had never seen this issue before. The same maintenance procedures were used on the other aircraft that had the same problem.

SYNOPSIS

B737 MAX 9 Technician reported finding the manual stabilizer trim chain loose on the aircraft despite the low number of hours, and the chain was tightened per the Aircraft Maintenance Manual procedures. A couple of days later the reporter found another aircraft with the same problem.