AIRCRAFT ENGINE SPECIALISTS

UNDERSTANDING THE PROCESS

CORE DEPOSIT REFUND

Your engine core holds significant value—not only as a refundable deposit for you but also as a critical resource for us. When returned in serviceable condition, it can be overhauled to meet new specifications for another customer.

We are frequently asked about the timeline for core deposit refunds, so here is a detailed overview of the process your returned engine core undergoes:

INITIAL INSPECTION UPON RECEIPT

Once your engine core is received, it undergoes a preliminary visual inspection. We check for missing components and verify that they are in “as removed” condition. Commonly overlooked items include:

- Logbooks
- Breather fittings
- Dipsticks
- Inter-cylinder cooling baffles
- Accessories
- Carburetor throttle and mixture arms

We also inspect for any visible damage. For example, dipstick tubes are often not removed prior to shipping and can break during transit. To avoid this, please ensure all such items are removed beforehand.

DISASSEMBLY AND DETAILED INSPECTION

After the initial inspection, the engine is moved into our disassembly line. This is the same process used for customer engine overhauls. Our focus during this stage, particularly in relation to the core deposit refund, is on the condition of the crankshaft and crankcase. These components must meet FAA and manufacturer specifications to be safely reused.

We specifically inspect for:

- Cracks or pitting in the crankshaft
- Journals below serviceable size
- Bent crankshafts or propeller flanges
- Cracks or wear in crankcases that would compromise future repairs

REPAIR AND MACHINING, IF REQUIRED

If the crankshaft and or engine case requires repair, it is sent to an FAA-certified machine shop specializing in aircraft engine components. This step is crucial to preserve the usability of the crankshaft and or engine case and ensure you receive the core deposit refund.

However, there are inherent risks in this process, including:

- Material removal exceeding allowable limits
- Poor outcomes from plating or hardening
- Warpage during repair

While these issues are rare, they can affect the final valuation of your core. If machining is necessary, please note that current turnaround times are approximately **10 to 12 weeks** after our internal inspection.

Aircraft Engine Specialists
612 E Germann Rd | Gilbert, AZ 85297 USA
AircraftEngineSpecialists.com | 800-642-1572
FAA Repair Station #ZF7R728Y
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