
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll/byte av kolvbult

GÄLLER: Motorer angivna i bifogad kopia av FAA AD 98-19-02

ÅTGÄRD: Utför åtgärder angivna i FAA AD 98-19-02

TID FÖR ÅTGÄRD: Inom 25 flygtimmar räknat från 9 november 1998

UNDERLAG: FAA AD 98-19-02 och där angivet underlag

REFERENS: FAA AD 98-19-02

BESLUTSDATUM: 1998-09-28

LFS 1998:62

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.

Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
601 79 NORRKÖPING	Vikboplan 11	011-192000	Civilair Norrköping	62450

AIRWORTHINESS DIRECTIVE

Bilaga till LVD 2909

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
**Federal Aviation
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-19-02 Teledyne Continental Motors With Superior Air Parts, Inc. PMA Piston Pins, Part Number (P/N) SA629690: Amendment 39-10745 Docket 97-ANE-37.

Applicability: Superior Air Parts, Inc., Parts Manufacturer Approval (PMA) piston pins, Part Number (P/N) SA629690, shipped from Superior Air Parts, Inc., from August 1, 1994, through June 20, 1996, installed in Teledyne Continental Motors IO-360-A, -AB, -C, -CB, -D, -DB, -G, -GB, -H, -HB, -J, -JB, -K, -KB; LTSIO-360-E, -EB, -KB; TSIO-360-A, -AB, -B, -C, -CB, -D, -DB, -E, -F, -FB, -GB, -H, -HB, -JB, -KB, -LB, -MB series reciprocating engines which were overhauled or had cylinder head maintenance performed by a repair facility other than Teledyne Continental Motors after August 1, 1994. These engines are installed on but not limited to the following aircraft: Cessna 172XP, 336, 337, T337, P337, and T-41B/C (military); Maule M-4-210, M-4-210C, M-4-210S, M-4-210T, and M-5-210C; Swift Museum Foundation, Inc. GC-1A, GC-1B, New Piper Inc. PA-28-201T, PA-28R-201T, PA-28RT-201T, PA-34-200T, and PA-34-220T; Reims FR172, F337, and FT337; Goodyear Airship Blimp 22; Mooney M20-K; and Pierre Robin HR100.

Note 1: Shipping records, engine logbooks, work orders, and parts invoices checks may allow an owner or operator to determine if this AD applies.

Note 2: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent a piston pin failure from causing secondary engine damage that results in loss of oil or total power failure, and from causing jamming of the engine crankshaft resulting in a catastrophic engine failure, accomplish the following:

(a) If an engine has not had a piston pin installed after August 1, 1994, or if an engine has had a piston pin installed after August 1, 1994, but it was installed by Teledyne Continental Motors, then no action is required.

(b) For engines that had a piston pin installed after August 1, 1994, by an entity other than Teledyne Continental Motors, within 25 hours time in service (TIS) after the effective date of this AD, referring to Superior Air Parts, Inc. Mandatory Service Bulletin (SB) No. 96-001, dated August 5, 1996, determine if a suspect Superior Air Parts, Inc. PMA piston pin, P/N SA629690, could have been installed. If unable to verify that a suspect piston pin was not installed using a records check, disassemble the engine in accordance with the applicable Maintenance Manual or Overhaul Manual, visually inspect or verify for suspect piston pins, and accomplish the following:

(1) If it is determined that suspect Superior Air Parts, Inc. PMA piston pins, P/N SA629690, could have been installed, remove from service defective piston pins and replace with serviceable piston pins.

(2) If it is determined that suspect Superior Air Parts, Inc. PMA piston pins, P/N SA629690, could not have been installed, no further action is required.

(c) For the purpose of this AD, a serviceable piston pin is any piston pin approved for the application that has been verified not to be a Superior Air Parts, Inc. PMA piston pin, P/N SA629690, shipped from Superior Air Parts, Inc., from August 1, 1994, through June 20, 1996. Installation of a Superior Air Parts Inc. PMA piston pin, P/N SA629690, that can not be verified to be outside of the suspect shipping period range, is prohibited after the effective date of this AD.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Special Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Special Certification Office.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Special Certification Office.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the inspection may be performed.

(f) The actions required by this AD shall be done referring to the following Superior Air Parts, Inc. Mandatory Service Bulletin:

Document No	Pages	Revision	Date
96-001	4	Original	August 5, 1996

Total Pages: 4

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies of Superior Air Parts, Inc. Mandatory Service Bulletin No. 96-001 may be obtained from Superior Air Parts, Inc., 14280 Gillis Road, Dallas, TX. 75244; telephone (800) 400-5949, fax (800) 238-8471. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(g) This amendment becomes effective on November 9, 1998.

FOR FURTHER INFORMATION CONTACT: Paul Madej, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Ft. Worth, TX 76137-4298; telephone (817) 222-4635, fax (817) 222-5785.