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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Kontroll / byte av magnetens impulskoppling

**GÄLLER:** Vissa Lycoming motorer av typ O-540 och IO-540 utrustade med magnetmodeller angivna i bifogad kopia av FAA AD 99-04-04.

**ÅTGÄRD:** Utför åtgärder angivna i FAA AD 99-04-04.

**TID FÖR ÅTGÄRD:** Inom tider och intervall angivet i FAA AD 99-04-04.

**UNDERLAG:** FAA AD 99-04-04 och där angivet underlag.

**REFERENS:** FAA AD 99-04-04.

**BESLUTSDATUM:** 1999-02-12

**LFS 1999:30**

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.

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**Bilaga till LVD 2946**

Authority: 49 U.S.C. 106(g), 40113, 44701.

§39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

**AIRWORTHINESS DIRECTIVE**  
**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).

**99-04-04 Textron Lycoming: Amendment 39-11028. Docket 98-ANE-81-AD.**

**Applicability:** Textron Lycoming O-540-B2B5, B2C5, E4B5, E4C5, G1A5, G2A5, IO-540-K1A5, K1B5, and K1G5 reciprocating model engines equipped with Slick Aircraft Products magneto model numbers 6251, 6252, 6255, 6351 and 6355. These engines are installed on, but not limited to, the following airplanes: Britten Norman BN-2A, -2A-2, -2A-3, -2A-6, -2A-9, -2A-20, -2A-21, -2A-26, -2A-27, -2A-MKIII, -2A-MKIII-2, -2A-MKIII-3, -2B-20, -2B-21, -2B-26, -2B-27 and Piper PA-25-235, PA-25-260, PA-32-260, PA-32-300.

**Note 1:** 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 (e) 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 failure of the magneto impulse coupling, resulting in seizure of the engine, accomplish the following:

(a) For engines on which the service history of the magneto is not known, or on which the magneto has greater than 250 hours TIS since new, factory rebuilt, or overhauled, on the effective date of this AD, within 10 hours of the effective date of this AD, inspect the components of the magneto impulse coupling for the conditions listed in accordance with steps 1 through 7 of the Textron Lycoming Mandatory SB No. 537, dated November 20, 1998.

**Note 2:** The Textron Lycoming Mandatory SB No. 537 dated November 20, 1998 contains the Slick SB No. SB1-98 dated August 26, 1998 in its entirety. The steps referenced to the Textron Lycoming SB No. 537 dated November 20, 1998 by this compliance section are the same steps that are contained in the Slick SB No. SB1-98 dated August 26, 1998.

(b) For engines on which the magneto has less than or equal to 250 hours TIS since new, factory rebuilt, overhauled, or within 10 hours TIS from the effective date of this AD, whichever comes later, inspect the components of the magneto impulse coupling for the conditions listed in accordance with steps 1 through 7 of the Textron Lycoming Mandatory SB No. 537, dated November 20, 1998.

(c) Thereafter, at intervals not to exceed 250 hours TIS since the last inspection performed in accordance with this AD, inspect the components of the magneto impulse coupling for the conditions listed in accordance steps 1 through 7 of the Textron Lycoming Mandatory SB No. 537, dated November 20, 1998.

(d) Remove magneto impulse coupling before 2,000 hours TIS since new and replace with a serviceable part.

(e) 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, New York Aircraft 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, New York Aircraft 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 New York Aircraft Certification Office.

(f) The inspection shall be done in accordance with the following Textron Lycoming Mandatory SB:

Document No	Pages	Revision	Date
SB No. 537	1-9	Original	November 20, 1998

Total pages: 9.

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 may be obtained from Textron Lycoming, 652 Oliver Street, Williamsport, PA 17701. 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 February 25, 1999.

FOR FURTHER INFORMATION CONTACT: Rocco Viselli, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine & Propeller Directorate, 10 Fifth Street, 3rd Floor, Valley Stream, NY 11581-1200; telephone (516) 256-7531, fax (516) 568-2716.