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Sektion 2. Utlandstillverkad flygmateriel

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**TITEL:** Sprickkontroll av cylinderhuvud, byte vid behov

**GÄLLER:** (PW) R-1340 enligt bifogad kopia av FAA AD 99-11-02 installerade i men ej begränsade till de Havilland DHC-3, Air Tractor AT3 301 och Ag Cat Corporation G-164A

**ÅTGÄRD:** Utför åtgärder angivna i bifogad kopia av FAA AD 99-11-02

**TID FÖR ÅTGÄRD:** Inom tider och intervaller angivna i FAA AD 99-11-02

**UNDERLAG:** FAA AD 99-11-02  
PW SB No 1787 daterad den 7 september 1983 eller senare utgåva

**REFERENS:** FAA AD 99-11-02

**BESLUTSDATUM:** 1999-06-18

**LFS 1999:109**

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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**AIRWORTHINESS DIRECTIVE**

REGULATORY SUPPORT DIVISION  
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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).

**99-11-02 Pratt & Whitney: Amendment 39-11173. Docket 97-ANE-58-AD.**

Applicability: Pratt & Whitney (PW) R-1340 series reciprocating engines including Wasp S1H1, S1H1-G, S1H2, S1H4, S1H5-G, S3H2, R-1340-61 under Type Certificate E-129, Wasp S3H1-G, R-1340-59 under Type Certificate E-142, and also Wasp S3H1 under Type Certificate E-143. These engines are installed on but not limited to the following aircraft: de Havilland DHC-3, Air Tractor AT-301, and Ag Cat Corporation G-164A.

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 (c) 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 cylinder head cracking, which can result in engine power loss, forced landing, and damage to the aircraft, accomplish the following:

(a) Perform initial and repetitive visual inspections of cylinders for head cracking, and replace cracked cylinders with serviceable parts, in accordance with PW Service Bulletin (SB) No. 1787, dated September 7, 1983, as follows:

(1) For cowed and baffled installations, as follows:

(i) Perform the initial visual inspection within 125 hours time-in-service (TIS) after the effective date of this AD.

(ii) Thereafter, visually inspect at intervals not to exceed 250 hours TIS since last inspection.

(2) For all other installations, as follows:

(i) Perform the initial visual inspection within 50 hours TIS after the effective date of this AD.

(ii) Thereafter, visually inspect at intervals not to exceed 100 hours TIS since last inspection.

(b) At the next cylinder overhaul after the effective date of this AD, and at each subsequent overhaul, perform a fluorescent penetrant inspection (FPI) of cylinders for head cracking, and replace cracked cylinders with serviceable parts, in accordance with PW SB No. 1787, dated September 7, 1983.

(c) 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, Engine Certification Office. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(d) The actions required by this AD shall be done in accordance with the following PW SB:

Document No	Pages	Date
1787	1-4	September 7, 1983
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 may be obtained from Pratt & Whitney, Publications Department, Supervisor Technical Publications Distribution, M/S 132-30, 400 Main Street, East Hartford, CT 06108; telephone (860)565-7700, fax (860)565-4503. 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.

(e) This amendment becomes effective on July 19, 1999.

FOR FURTHER INFORMATION CONTACT: Wego Wang, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781)238-7134, fax (781)238-7199.