

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Besiktning och eventuellt utbyte av STARTER ADAPTER ASSEMBLY

GÄLLER: Continental, modeller IO-520, IO-550 och TSI0-520, försedda med freon-kompressor

ÅTGÄRD: Besiktiga STARTER ADAPTER ASSEMBLY enligt anvisningarna i angivet underlag och utför de åtgärder, som därvid kan bli nödvändiga

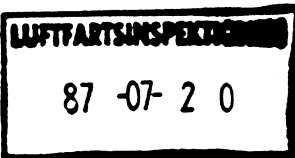
TID FÖR ÅTGÄRD: Före flygning, efter mottagandet av detta LVD

REFERENS: FAA Emergency Airworthiness Directive No 87-14-02 (bifogas)

UTGIVNINGS-DATUM: 1987-07-30

LFS: 1987:18

Åtgärd 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 senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



EMERGENCY AIRWORTHINESS DIRECTIVE

U.S. Department
of Transportation

Federal Aviation
Administration

AVIATION STANDARDS NATIONAL FIELD OFFICE
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125

June 8, 1987

This emergency priority letter Airworthiness Directive (AD) No. 87-14-02, applicable to operators of certain Teledyne Continental Motors (TCM) IO-520, IO-550, and TSIO-520 series engines is effective immediately upon receipt. These engines are used on, but may not be limited to installation in the Beech Bonanza F33A, V35B, S35, A36, A36TC, B36TC, E33A, E33B, E33C, C33A, T-34 conversion, the Baron 58P and the Piper PA-46-310P Malibu.

This priority letter AD is needed to supersede priority letter AD 87-12-12 to replace the starter adapter assembly and to include engines with freon compressors installed in Beech Bonanza and Baron airplanes and to return the air conditioner to service in all affected airplanes.

Pursuant to the authority of the Federal Aviation Act of 1958, delegated to me by the Administrator, the following priority letter AD is issued.

87-14-02 TELEDYNE CONTINENTAL MOTORS (TCM): Priority letter issued July 8, 1987. Applies to IO-520, IO-550, and TSIO-520 engines with the starter adapter shaftgear P/N 649343 with a freon compressor and 25 hours or less time in service installed on the following engines:

NEW ENGINES	SERIAL NUMBERS
IO-520BB	S/N 578239 thru 578250, 578255 thru 578261, 578271, 578272
IO-550B	S/N 675329, 675330, 675334 thru 675336
TSIO-520UB	S/N 527091, 527093
TSIO-520BE	S/N 528383, 528389
REBUILT ENGINES	SERIAL NUMBERS
IO-520BA	S/N 249568 thru 249570, 249588 thru 249593
IO-520BB	S/N 248585, 248588, 274505 thru 274520, 274522 thru 274526, 274529, 274532, 274536, 274537, 274540, 274544, 274545, 274549, 274550, 274552, 274554
IO-550B	S/N 249124 thru 249130, 249132
TSIO-520UB	S/N 248867, 248869
TSIO-520LB	S/N 237242, 237244, 237247, 241909, 241910
TSIO-520WB	S/N 274004 thru 274008, 274012 thru 274018
TSIO-520BE	S/N 273505 thru 273510

This priority letter AD is effective immediately upon receipt. Compliance is required before further flight, unless already accomplished.

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To prevent possible starter adapter shaftgear failure, accomplish the following:

(a) Determine if the installed engine(s) has a freon compressor installed.

(1) If no freon compressor is installed, no further action is required, proceed to Paragraph (f).

(b) Engines in compliance with priority letter AD 87-12-12, but not covered by this priority letter AD, may re-install the air conditioner drive belt. Proceed to Paragraph (f).

(c) Determine the time in service of the starter adapter shaftgear P/N 649343 for each installed engine. If the time in service is greater than 25 hours with the freon compressor drive belt installed, no further action is required. Proceed to Paragraph (f). If the time in service is less than 25 hours, accomplish Paragraphs (d) or (e) as applicable.

(d) If the engine was new when installed, remove the starter adapter assembly (P/N 642087), and return to the manufacturer for replacement. Install the replacement assembly, and proceed to Paragraph (f).

(e) If the installed engine is a rebuilt engine, gain access to the drive sheave mounted on the rear of the starter adapter shaftgear. Determine, using a light and mirror, if the drive sheave attaching nut is castallated.

(1) If the nut is castallated with a cotter key installed, no further action is required, proceed to Paragraph (f).

(2) If a steel lock nut is installed, inspect the center of the shaft to determine if the shaft has drilled cotter key holes (see TCM Service Bulletin M87-13, dated 29 June 1987, Figure 1).

(i) If the shaft has drilled holes, no further action is required, proceed to Paragraph (f).

(ii) If the shaft is undrilled, remove the starter adapter assembly (P/N 642087) and return to the manufacturer for replacement. Install the replacement assembly.

(f) Make appropriate logbook entry showing compliance with this priority letter AD.

NOTE: 1. Contact TCM for shipping instructions.

2. When replacing the starter adapter assembly, retain the drive sheave for re-installation on new assembly.

3. TCM Service Bulletin M87-13, dated 29 June 1987, refers to this subject.

Upon request, an equivalent means of compliance with the requirements of this priority letter AD may be approved by the Manager, Atlanta Aircraft Certification Office, 1669 Phoenix Parkway, Suite 210, Atlanta, Georgia 30349.

Federal Register publication to follow.

This priority letter AD No. 87-14-02 is effective immediately upon receipt and supersedes priority letter AD No. 87-12-12 issued June 17, 1987.

FOR FURTHER INFORMATION CONTACT:

Jerry Robinette, Aerospace Engineer, Propulsion Branch, ACE-140A, Atlanta Aircraft Certification Office, 1669 Phoenix Parkway, Suite 210, Atlanta, Georgia 30349, telephone (404) 991-3810.