

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av magnetapparat/revision av AFM/motering av skylt

GÄLLER: Cessna modell T210L, T210M, T210N, P210N och T303 alla S/N utrustade med magnetapparat Slick modell 6220 eller 6224

ÅTGÄRD: Inför revision i AFM/POH enligt AD 88-25-04 Appendix 1 under "Normal Procedures" samt montera en skylt med texten: UTFÖR MAGNETKONTROLL ENLIGT AFM/POH APPENDIX 1 FÖRE VARJE FLYGNING

TID FÖR ÅTGÄRD: Inom 50 flygtimmar räknat från LVD utgivningsdatum

REFERENS: FAA AD 88-25-04 (bifogas detta LVD)

UTGIVNINGS-DATUM: 1989-01-26

LFS: 1989:2

Åtgärd enligt LVD utgör nödvändig förutsättning för ifrågavarende 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.



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

AIRWORTHINESS DIRECTIVE

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

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. They 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 (FAR 39.3).

88-25-04 CESSNA: Amendment 39-6081. Applies to Models T210L, T210M, T210N, P210N, and T303 (all serial numbers) airplanes certificated in any category, that are equipped with Slick Aircraft Products Division, Unison Industries, Inc., Model 6220 or 6224 pressurized magnetos.

Compliance: Required as indicated, unless already accomplished.

To preclude magneto moisture contamination, which could result in dual magneto failure, engine stoppage, and forced landing, accomplish the following:

(a) Within the next 50 hours time-in-service (TIS) after the effective date of this AD, accomplish the following:

(1) Revise the "NORMAL PROCEDURES" section of the Airplane Flight Manual (AFM) or the airplane Pilot's Operating Handbook (POH), by inserting the AFM/POH Supplement, dated April 1, 1988, provided in Appendix 1 of this AD.

(2) Fabricate and install on the instrument panel in clear view of the pilot a placard with letters not less than 1/10 inches in height with the following wording: "PRIOR TO EACH FLIGHT, CONDUCT MAGNETO CHECKS IN ACCORDANCE WITH AFM/POH SUPPLEMENT DATED APRIL 1, 1988." and operate the airplane accordingly.

(3) The requirements of paragraphs (a)(1) and (a)(2) of this AD may be accomplished by the owner/operator of any airplane owned or operated by him. The person accomplishing these actions must make the appropriate airplane maintenance record entry per FAR 43.9 and 91.173.

(b) Within the next 50 hours time-in-service after the effective date of this AD, inspect the airplanes in accordance with Paragraph III of Slick Aircraft Products Division Service Bulletin SB 1-88, dated April 10, 1988, and:

(1) For airplanes operating for compensation or hire, at intervals not to exceed 100 hours TIS after the initial inspection, inspect the Model 6220 or 6224, as applicable, pressurized magnetos in accordance with paragraph III of Slick Aircraft Products Division Service Bulletin SB 1-88, dated April 10, 1988. Prior to further flight repair any defects found in accordance with the instructions contained in the above referenced service bulletin.

(2) For airplanes operating under FAR 91, after the initial inspection, at each annual inspection, inspect the Model 6220 or 6224, as applicable, pressurized magnetos in accordance with paragraph III of Slick Aircraft Products Division Service Bulletin SB 1-88, dated April 10, 1988. Prior to further flight repair any defects found in accordance with the instructions contained in the above referenced service bulletin.

(c) Airplanes may be flown in accordance with provisions of FAR 21.197 to a base where the requirements of this AD may be accomplished.

(d) The 100 hour TIS repetitive inspection interval specified in paragraph (b) of this AD may be extended up to an additional 10 hours TIS to allow compliance with previously scheduled maintenance.

(e) An equivalent means of compliance with the requirements of this AD may be used, if approved by the Manager, Chicago Aircraft Certification Office, ACE-115C, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

All persons affected by this directive may obtain copies of the document(s) referred to herein upon request to Slick Aircraft Products Division, Unison Industries, Inc., 530 Blackhawk Park Avenue, Rockford, Illinois 61108 or may examine these documents at the FAA, Office of the Assistant Chief Counsel, Room 1558, 601 East 12th Street, Kansas City, Missouri 64106.

This amendment, 39-6081, becomes effective on December 26, 1988.

FOR FURTHER INFORMATION CONTACT:

Mr. Melvin Taylor, Chicago Aircraft Certification Office, ACE-115C, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (312) 694-7134.

APPENDIX 1

FAA APPROVED SUPPLEMENT TO THE
PILOT'S OPERATING HANDBOOK AND
FAA APPROVED AIRPLANE FLIGHT MANUAL

FOR

CESSNA MODELS T210L, T210M, T210N, P210N,
AND T303 SERIES AIRCRAFT

REG. NO.

SER. NO.

This supplement must be attached to the FAA Approved Airplane Flight Manual on which Slick Aircraft Products Division, Unison Industries, Inc., Models 6220 or 6224 pressurized magnetos are installed. The information contained herein supplements or supersedes the basic manual only in those areas listed. For limitations, procedures, and performance information not contained in this supplement, consult the basic Airplane Flight Manual.

FAA APPROVED:

Original signed by

W. F. Horn, Manager
Chicago Aircraft Certification
Office, FAA Central Region

DATE: April 1, 1988

AFMS for Cessna
T210L, T210M, T210N,
P210N, and T303
Series Aircraft

SECTION II. Limitations

No change.

SECTION III. Emergency Procedures.

No change.

SECTION IV. Normal Operating Procedures.

BEFORE TAKEOFF

Perform a magneto check of each engine at 1,700 RPM as follows: move ignition switch first to R position and note RPM. Next, move switch back to BOTH, to clear the other set of plugs. Then, move switch to the L position, note RPM and return the switch to the BOTH position. RPM drop should not exceed 150 RPM on either magneto or show greater than 50 RPM differential between magnetos. If there is doubt concerning operation of the ignition system, RPM checks at higher engine speed will usually confirm whether a deficiency exists.

CAUTION

Many non-ignition system factors influence engine performance during a magneto check, and the replacement or repair of ignition components may not remedy problems in all cases. After verifying that all non-ignition system related causes for problems have been explored, proceed with the inspection procedures as stated below. If the magneto check exceeds either of the above limits, both magnetos must be disassembled and inspected in accordance with Section III, 100-hour inspection of Slick Aircraft Products Division, Unison Industries, Inc., SB 1-88, dated April 10, 1988, or FAA approved equivalent. An absence of RPM drop may be an indication of faulty grounding of one side of the ignition system or should be cause for suspicion that the magneto timing is set in advance of the setting specified. Check ignition ground and magneto timing.

FAA APPROVED

DATE: April 1, 1988

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