

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Begränsning av ingastryck

GÄLLER: Modell IO-A1B6D och IO-360-A3B6D motorer modifierade enligt Aircraft Design Inc. STC SE4757NM installerade i Mooney M20J och modifierade enligt Aircraft Design Inc. STC SA4758NM.

ÅTGÄRD: Utför åtgärder angivna i bifogad kopia av FAA AD 93-14-15.

TID FÖR ÅTGÄRD: Inom 30 dagar räknat från detta LVD's utgivningsdatum.

UNDERLAG: FAA AD 93-14-15.

REFERENS: FAA AD 93-14-15.

UTGIVNINGS-DATUM: 1993-09-09

LFS: 1993:24

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.



AIRWORTHINESS DIRECTIVE

FLIGHT STANDARDS SERVICE
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).

93-14-15 Avco Lycoming: Amendment 39-8639. Docket No. 91-ANE-30.

Applicability: Lycoming Model IO-360-A1B6D and IO-360-A3B6D engines, modified per Aircraft Design, Inc., STC SE4757NM; installed on Mooney M20J, modified per Aircraft Design, Inc., STC SA4758NM.

Compliance: Required within 30 days after the effective date of this AD, unless accomplished previously.

To prevent possible premature engine failure, accomplish the following:

(a) Fabricate and install on the instrument panel a placard, in accordance with FAR 23.1541(b), stating "DO NOT OPERATE ENGINE ABOVE 33.0 IN Hg."

(b) Re-mark the manifold pressure gauge by removing the radial red line at 38.5 Hg and placing the radial red line at 33.0 Hg.

(c) Revise the Limitations and Normal Procedure Sections of the Aircraft Flight Manual Supplement as follows:

(1) Delete "38.5" Hg" as it appears in these sections and insert in lieu thereof "33.0" Hg."

(2) Delete "36.0 Hg" as it appears in Normal Climb Throttle and insert in lieu thereof "33.0 Hg."

(d) Attach this AD as a permanent appendix to the Aircraft Flight Manual.

(e) An alternative method of compliance, or adjustment of the compliance time, which provides an acceptable level of safety, may be used when approved by the Manager, Seattle Aircraft Certification Office. The request shall be forwarded through an appropriate FAA Principal Maintenance Inspector, who may concur or comment and then send it to the Manager, Seattle Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle Aircraft Certification Office.

(f) Special flight permits may be issued, in accordance with FAR 21.197 and 21.199, to ferry the aircraft to a location where the requirements of this AD can be accomplished.

(g) This amendment becomes effective on August 23, 1993.

FOR FURTHER INFORMATION CONTACT:

Mr. Paul Forgac, Aerospace Engineer, Modifications Section, Special Certification Branch, ANM-191S, Seattle Aircraft Certification Office; FAA, Northwest Mountain Region, 1601 Lind Avenue, S.W., Renton, Washington 98055-4056, telephone no. (206) 227-2597.