

Sektion 2. Utlandstillverkad flygmateriel

**TITEL:** Kontroll av ventilstötstänger

**GÄLLER:** O-235 serierna med installerade stötstänger P/N 73806 i motorer levererade från fabrik mellan 22 februari 1993 och 2 september 1994 eller installerad som reservdel efter 22 februari 1993.

**ÅTGÄRD:** Utför åtgärder angivna i Textron Lycoming Mandatory Service Bulletin No. 522 daterad 1 november 1994 eller senare utgåva.

**TID FÖR ÅTGÄRD:** Inom 5 flygtimmar räknat från detta LVD's utgivningsdatum.

**UNDERLAG:** Textron Lycoming Service Bulletin No. 522 daterad 1 november 1994 eller senare utgåva.

**REFERENS:** FAA AD 95-03-10 (kopia bifogad).

**BESLUTS-DATUM:** 1996-04-19

**LFS: 1996:29**

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.



## PRIORITY LETTER 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

DATE: February 7, 1995  
95-03-10

This priority letter Airworthiness Directive (AD) is prompted by reports of several failures of push rods, Part Number (P/N) 73806, installed in Textron Lycoming O-235 series reciprocating engines. The manufacturer's investigation has determined that the failures initiated from scoring on the inner diameter (I.D.) of the push rod tube. The scoring was introduced during the extrusion of the tube at the supplier. These push rods were installed in engines shipped from the factory between February 22, 1993, and September 2, 1994, or were installed as serviceable parts on or after February 22, 1993. This condition, if not corrected, could result in engine roughness and power loss, which could result in loss of the aircraft.

The Federal Aviation Administration (FAA) has reviewed and approved the technical contents of Textron Lycoming Mandatory Service Bulletin No. 552, dated November 1, 1994, that lists by serial number engines shipped from the factory between February 22, 1993, and September 2, 1994, and describes procedures for inspection of push rods to determine if they require replacement.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of this same type design, this AD requires a one-time inspection within the next 5 hours time in service to determine part number and revision letter. All push rods with P/N 73806 and revision letters "V" or "W" must be replaced with serviceable parts. Textron Lycoming has determined that it is not possible to visually inspect the push rod tube for I.D. scoring that can cause the part to fail. The actions are required to be accomplished in accordance with the service bulletin described previously.

This rule is issued under 49 U.S.C. Section 44701 (formerly section 601 of the Federal Aviation Act of 1958) pursuant to the authority delegated to me by the Administrator, and is effective immediately upon receipt of this priority letter.

**95-03-10 Textron Lycoming:** Priority Letter issued on February 7, 1995.  
Docket No. 94-ANE-63.

**Applicability:** Textron Lycoming O-235 series reciprocating engines, shipped from the factory between February 22, 1993, and September 2, 1994, and identified by serial number in Textron Lycoming Mandatory Service Bulletin (MSB) No. 522, dated November 1, 1994; and all Textron Lycoming O-235 series reciprocating engines that have had push rods, Part Number (P/N) 73806, installed as service parts on or after February 22, 1993. These engines are installed on but not limited to the following aircraft: Piper PA-11, -12, -18, -22, -28, -38; Cessna 152, A152; Beech 77; Taylorcraft F-21; and Gulfstream American AA1 series aircraft.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent engine roughness and power loss, which could result in loss of the aircraft, accomplish the following:

(a) Within 5 hours time in service (TIS) after the effective date of this airworthiness directive (AD), inspect push rods for part number (P/N) and revision letter. All push rods with P/N 73806 and revision letter "V" or "W" must be replaced with serviceable parts in accordance with Textron Lycoming MSB No. 522, dated November 1, 1994.

(b) 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. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, New York Aircraft Certification Office.

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NOTE: 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.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the inspection required by this AD can be accomplished.

(d) Copies of the applicable service information may be obtained from any Textron Lycoming distributor or Textron Lycoming, 652 Oliver Street, Williamsport, PA 17701; telephone (717) 327-7278, fax (717) 327-7022. This information may be examined at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA.

(e) Priority Letter AD 95-03-10, issued February 7, 1995, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Nick Minniti, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine and Propeller Directorate, 10 Fifth St., Valley Stream, NY 11581; telephone (516) 256-7510, fax (516) 568-2716.