

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll / utbyte av bultmärkning i vevstaksöverfall

GÄLLER: Motorer vilka genomgått underhåll sedan 1994-02-15 av följande modellserier:

O-360, LO-360, HO-360, HIO-360, TIO-360, LIO-360, AEIO-360, O-540, IO-360, AIO-360, IO-540, TIO-540, LTIO-540, IVO-540, AEIO-540, TIO-541 och IO-720 (se bifogat FAA Priority Letter AD 95-07-01).

ÅTGÄRD: Visuell inspektion av märkningen på vevstaksöverfallens bultar enligt FAA Priority Letter AD 95-07-01.

TID FÖR ÅTGÄRD: Före nästa flygning.

UNDERLAG: FAA Priority Letter AD 95-07-01 daterat 17 mars 1995.

REFERENS: FAA Priority Letter AD 95-07-01 daterat 17 mars 1995

UTGIVNINGS-DATUM: 1995-04-06

LFS: 1995:20

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.

2 95-07-01

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.

95-07-01 Textron Lycoming: Priority Letter issued on March 17, 1995. Docket No. 95-ANE-14.

Applicability: The following Textron Lycoming reciprocating engine models, assembled on or after February 15, 1994, and that contain connecting rod bolts shipped directly or indirectly from Superior Air Parts, Inc., on or after February 15, 1994:

O-360-A1A, -A1AD, -A1C, -A1D, -A1F6, -A1F6D, -A1G6, -A1G6D, -A1LD, -A2A, -A2D, -A2E, -A2F, -A2G, -A3A, -A3AD, -A4A, -A4G, -A4J, -A4K, -A4M, -A4N, -A5AD, -B2A, -C1A, -C1C, -C1E, -C1F, -C1G, -C2A, -C2C, -C2D, -C2E, -D2A, -D2B, -F1A6; IO-360-A1A, -A1B, -A1B6, -A1B6D, -A1C, -A1D, -A1D6, -A2A, -A2B, -A3B6D, -B1A, -B1B, -B1D, -B1E, -B1F, -B2F, -B2F6, -B4A, -C1A, -C1B, -C1C6, -C1D6, -C1E6, -C1F, -J1A6D; AIO-360-A1A, -A1B, -B1B; LO-360-A1G6D; HO-360-B1A, -B1B; HIO-360-A1A, -B1A, -C1A, -C1B, -E1AD, -E1BD; LIO-360-C1E6; TIO-360-A1B; AEIO-360-A1E, -B1G6, -H1A; O-540-A1A, -A1A5, -A1B5, -A1C5, -A1D, -A1D5, -A2B, -A3D5, -B1A5, -B1B5, -B2B5, -B2C5, -B4B5, -E4A5, -E4B5, -E4C5, -F1A5, -F1B5, -G1A5, -G2A5, -H1B5D, -H2B5D, -J1A5D, -J3A5D, -J3C5D, -L3C5D; IO-540-A1A5, -B1A5, -B1C5, -C1B5, -C4B5, -C4C5, -C4D5D, -D4A5, -E1A5, -E1B5, -G1A5, -G1B5, -G1C5, -G1D5, -G1E5, -G1F5, -J4A5, -K1A5, -K1A5D, -K1B5, -K1C5, -K1D5, -K1E5, K1K5, -M1A5, -N1A5, -P1A5, -R1A5, -T4C5D, -K1F5, -K1F5D, -K1G5, -K1G5D, -K1J5D, -K1K5, -M1QA5, -M1B5D, -N1A5, -P1A5, -R1A5, -S1A5, -T4A5D, -T4B5D, -T4CTD, -V4A5D, -W1A5D, -W3A5D, -AA1A5; TIO-540-A1A, -A1B, -A2A, -A2B, -A2C, -C1A, -E1A, -G1A, -H1A, -J2B, -F2BD, -J2BD, -N2BD, -R2AD, -S1AD, -AA1AD, -AB1AD; LTIO-540-J2B, -F2BD, -J2BD, -N2BD, -R2AD; IVO-540-A1A; AEIO-540-D4B5; TIO-541-A1A, -E1A4, -E1B4, -E1C4; IO-720-A1A, -A1B, -B1B, -B1BD, -C1B, and -D1B.

These engines are installed on but not limited to the following aircraft:

Beech series 95, 23, 76,60; Piper series PA-24, PA-44, PA-28, PA-34, PA-23, PA-25, PA-32, PA-60, PA-31; Aero Commander (Intermountain, Callair, Aeronautical Agricola Mexicana, Twin Commander Aircraft Corp.) series A-6, A-9, 100, 500; Lake Aircraft Corporation (Consolidated Aero., Inc., REVO) series C-2, LA-4; Mooney Aircraft Corp. series M-20, M-22; Sud Aviation GY-180; Partenavia series P-68; Siai-Marchetti (Agusta S.p.A) series S.205, S.210, F.260, S.208; Procaer series F 15; SOCATA series TB10, MS-893, 235, TB20, TB21; Teal Aircraft Corporation (Bohica) TWC-1; Avions Mudry et Cie CAP 10; Augustair (Montanair, Inc.) 2150; Grumman American (American General Aircraft Holding Co., Inc.) AA-5 series; Fuji Heavy Industries, Ltd. FA-200 series; Bellanca (American Champion Aircraft Corp.) Aircraft 8GCBC, 8KCAB; Maule Aerospace Technology Corp. series MX-7, M5, M-6; Christen A-1, (Pitts) S1T; Schweizer Aircraft Corp.(Hughes, McDonnell Douglas) 269A series; Rockwell (Commander Aircraft Company) series 112, 114; Moravan ZLIN Z 242L; Slingsby Aviation Limited T67M; Enstrom F-28 series; Found Brothers Aviation Ltd. FBA-2C, FBA Centennial "100"; Dornier Luftfahrt GmbH DO-28 series; Spinks Industries, M.H. Spinks, Sr. Rawdon T-1; Pilatus Britten-Norman BN-2 series; Omega Aircraft Corporation BS-12D1; Robinson R-44 series; Aerostar Aircraft Corp. (Piper, Ted Smith); Brantly Helicopters Industries U.S.A. Co., Ltd. 305; Pacific Aerospace Corp., Ltd. FU-24-954 series.

NOTE: This 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 use the authority provided in paragraph (g) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different action necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent engine failure due to connecting rod bolt failure, which could result in damage to or loss of the aircraft, accomplish the following:

(a) Prior to further flight, determine if the engine has been assembled on or after February 15, 1994. This AD does not apply to engines assembled prior to February 15, 1994.

(b) For the purpose of this AD, assembled is defined as the construction of an engine from its component parts for any purpose, such as, but not limited to, overhaul and inspection.

(c) For engines assembled on or after February 15, 1994, prior to further flight, determine if any connecting rod bolts were replaced during assembly. This AD applies only to engines that had connecting rod bolts replaced on or after February 15, 1994.

(d) For engines that contain replacement connecting rod bolts installed on or after February 15, 1994, prior to further flight, determine if any of those replacement connecting rod bolts were purchased directly from Textron Lycoming or Aircraft Technologies, Inc. This AD does not apply to engines with replacement connecting rod bolts purchased directly from Textron Lycoming or Aircraft Technologies, Inc. In addition, this AD does not apply to engines that were manufactured or remanufactured at Textron Lycoming.

(e) For engines that contain replacement connecting rod bolts installed on or after February 15, 1994, that were not purchased directly from Textron Lycoming or Aircraft Technologies, Inc., prior to further flight, visually inspect to determine if the connecting rod bolts are clearly identified by raised letters SPS, S, C, or FC, identifying them as Textron Lycoming parts, or SL75060 etched on the head, identifying them as PMA parts manufactured by Superior Air Parts, Inc., or AL75060 forged into the head, identifying them as PMA parts manufactured by Aircraft Technologies, Inc. If the connecting rod bolts can be positively identified, as provided in this paragraph, then no further action is required.

(f) If the connecting rod bolts can not be positively identified in accordance with paragraph (e) of this AD, prior to further flight remove unapproved connecting rod bolts and replace with serviceable parts.

NOTE: Further information may be found in Superior Air Parts Service Bulletin No. 95-002, dated March 3, 1995, or by contacting Superior Air Parts, Inc., 14280 Gillis Rd., Dallas, TX 75244-3792; telephone (800) 487-4884.

(g) An alternative method of compliance that provides an acceptable level of safety may be used if approved by the Manager, Special Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Special Certification Office.

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

(h) Special flight permits shall not be issued.

(i) Priority Letter AD 95-07-01, issued March 17, 1995, becomes effective upon receipt.

FOR FURTHER INFORMATION CONTACT: Richard D. Karanian, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, 2601 Meacham Blvd., Fort Worth, TX 76137-4298; telephone (817) 222-5195, fax (817) 222-5959; or Locke Easton, Aerospace Engineer, Engine and Propeller Standards Staff, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (617) 238-7113, fax (617) 238-7199.