
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Inställning av magneter

GÄLLER: TCM modeller O-200A, O-200B samt
Rolls-Royce O-200A, O-200B och O-200C

ÅTGÄRD: Utför åtgärder angivna i FAA AD 96-12-06

TID FÖR
ÅTGÄRD: Inom tider och intervall angivna i bifogad kopia av FAA AD 96-12-06

UNDERLAG: FAA AD 96-12-06 samt
TCM Service Bulletin SB94-8

REFERENS: FAA AD 96-12-06

BESLUTS
DATUM: 1996-07-15

LFS: 1996:49

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

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
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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).

96-12-06 Teledyne Continental Motors and Rolls-Royce, plc.: Amendment 39-9648. Docket 94-ANE-53. Supersedes AD 77-13-03, Amendment 39-2925 and AD 78-19-02, Amendment 39-3301.

Applicability: Teledyne Continental Motors (TCM) Model O-200A and O-200B and Rolls-Royce, plc. Model O-200A, O-200B, and O-200C reciprocating engines. These engines are installed on but not limited to American Champion Models 7ECA and 402; Cessna Model 150, 150A through 150M, A150K through A150M; Reims Models F-150G through F-150M, FA-150K and FA-150L; and Taylorcraft Model F19 aircraft.

NOTE: This airworthiness directive (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 Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions 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 possible cylinder cracking with subsequent loss of engine power, accomplish the following:

(a) For engines that have one or more cylinders with part numbers (P/N) lower than 641917, within the next 50 hours time in service (TIS) after the effective date of this AD, reset the engine timing to 24° (+1°, -1°) Before Top Center (BTC) on both magnetos in accordance with the magneto to engine timing procedure for direct drive engines in TCM Service Bulletin (SB) No. SB94-8, dated September 14, 1994.

(b) For engines that have all four cylinders with P/N 641917 or higher, the engine timing may be reset to 28° (+1°, -1°) BTC on both magnetos in accordance with the magneto engine timing procedure for direct drive engines in TCM SB No. SB94-8, dated September 14, 1994.

(c) Subsequent installation of cylinders must be of the P/N listed in paragraph (b) of this AD to retain the 28° BTC timing.

NOTE: The P/N is stamped on the cylinder barrel flange.

(d) This AD supersedes AD 77-13-03 and AD 78-19-02.

(e) When paragraph (a) is accomplished, restamp the engine data plate to indicate magneto timing of 24° BTC.

(f) When paragraph (b) is accomplished, restamp the engine data plate to indicate magneto timing of 28° BTC.

(g) 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, Atlanta 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, Atlanta Aircraft Certification Office.

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

(h) 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 requirements of this AD can be accomplished.

(i) The actions required by this AD shall be done in accordance with the following service bulletin:

Document No.	Pages	Date
TCM SB No. SB94-8	1-6	September 14, 1994
Total pages: 6.		

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (334) 438-3411. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(j) This amendment becomes effective on July 18, 1996.

FOR FURTHER INFORMATION CONTACT: Jerry Robinette, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, Campus Building, 1701 Columbia Ave., Suite 2-160, College Park, GA 30337-2748; telephone (404) 305-7371, fax (404) 305-7348.