

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

**CAA-AD-T-056/2000**

Datum vydání: 9. června 2000

## **MOTOR - MAGNETO - KONTROLA/VÝMĚNA**

**Týká se:** motorů typu O-300, IO-360, TSIO-360, LTSIO-520-AE, vyrobených firmou Teledyn Continental Motors (TCM), vybavených (Slick) magnety Unison Industries typu 6314, 6324, 6364, výrobních čísel 99110001 až 99129999 včetně.

**Důvod vydání:** zabránit poruše motoru a ztrátě říditelnosti letadla v důsledku vypadnutí pojistného čepu odtrhové spojky magneta a jeho vniknutí do skříně pohonů motoru.

**Datum účinnosti:** ihned po obdržení.

**Provést v termínech:** Jak je popsáno v FAA AD 2000-11-51.

**Postup provedení prací:** Dle pokynů v FAA AD 2000-11-51.

*Poznámky: Provedení tohoto PZZ musí být zapsáno do motorové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL technický inspektorát - Ing. Beneš. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracováno do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě FAA AD 2000-11-51.*

**Ing. Pavel MATOUŠEK**

**Ředitel technického inspektorátu**

**Úřad pro civilní letectví**

**2000-11-51 Teledyne Continental Motors:** Docket No. 2000-NE-19-AD

**Applicability:** This Airworthiness Directive (AD) is applicable to Teledyne Continental Motors (TCM) O-300 series, IO-360 series, TSIO-360 series, and LTSIO-520-AE reciprocating engines with Unison Industries (Slick) Magnetos, models 6314, 6324, and 6364, with magneto serial numbers of 99110001 through 99129999 inclusive.

**Note 1:** The magneto serial number (SN) can be found in logbooks or other maintenance records. If the magneto was installed, or if the engine was assembled new, rebuilt, or overhauled before October 31, 1999, it is likely that a suspect magneto is not installed on the engine.

**Note 2:** 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 request approval for an alternative method of compliance in accordance with paragraph (d) of this AD.

The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

**Compliance:** Compliance with the following instructions is required within 10 flight hours after the receipt of this Emergency AD, unless they have already been completed.

To prevent engine failure and loss of control of the airplane due to migration of the magneto impulse coupling stop pin out of the magneto frame and into the gear train of the engine, do the following:

### **Replacement of Magneto**

(a) Replace any magneto that has an SN of 99110001 through 99129999, inclusive, with a magneto that does not have a serial number in that range.

(b) Inspect each removed magneto to verify that the impulse coupling stop pin is present. If the pin is missing, do the following:

(1) For O-300, IO-360, TSIO-360 and TSiO-360 engines, do the following:

(i) Remove magnetos, alternator or generator, and starter adapter from the accessory case.

(ii) Remove the accessory case from the crankcase and oil sump.

(iii) Visually inspect the entire engine gear train for damaged or broken gears and gear teeth.

(iv) Inspect visible portions of the engine crankcase and accessory case for damage due to the stop pin becoming lodged between the engine gear train and the crankcase or accessory case.

(v) If the accessory case is damaged, repair or replace the accessory case.

(vi) If the engine crankcase is damaged, disassemble the engine, and repair or replace the crankcase.

(vii) Inspect the oil pump drive gear teeth and inner cam gear teeth for damage. Replace any engine drive train component that has been damaged.

(viii) Replace any damaged gear, and magnaflux the mating gears using the applicable engine overhaul manual.

(2) For LTSIO-520-AE series engines, do the following:

(i) Remove the starter adapter, fuel pump, vacuum pumps, accessory drive pads, and both magnetos.

(ii) Visually inspect the entire engine gear train for damaged or broken gears and gear teeth.

(iii) If any damage has occurred, remove the engine from the airplane, disassemble the engine, and inspect it for damage. If any damage is found, repair as necessary.

(iv) Replace any damaged gear, and magnaflux the mating gears using the applicable engine overhaul manual.

(v) Inspect the interior portions of the engine crankcase for damage due to the stop pin becoming lodged between the gear train and the crankcase. If the crankcase is damaged, repair or replace the crankcase.

(c) After receiving this AD, do not install any Unison Industries magnetos, model 6314, 6324, or 6364 that have a SN of 99110001 through 99129999 inclusive, on any engine.

**Note 3:** Copies of the applicable service information may be obtained from Teledyne Continental Motors, PO Box 90, Mobile, AL 36601; telephone toll free 1-888-200-7565, or on the TCM internet site "www.tcmlink.com."

(d) 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, Chicago Aircraft Certification Office (CHIACO). Operators shall submit their requests through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, CHIACO.

**Note 4:** Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the CHIACO.

(e) **Emergency AD 2000-11-51, issued June 7, 2000, becomes effective upon receipt.**

FOR FURTHER INFORMATION CONTACT: Michael Downs, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, 2300 East Devon Avenue, Des Plaines, IL, 60018; telephone (847) 294-7870, fax (847) 294-7834.

Issued in Burlington, Massachusetts on June 7, 2000.

David A. Downey, Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.