

# PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-071/2002

Nahrazuje CAA-AD-T-089/2000

Datum vydání: 08. července 2002

## MOTOR - OLEJOVÝ FILTR - VÝMĚNA

**Týká se:** motorů O-320, (L)O-360, IO-360, (L)TO-360, TIO-360, (L)HIO-360, O-540, IO-540, (L)TIO-540, AEIO-540, TIO-541, TIGO-541, IO-720, vyrobených firmou Textron Lycoming dále specifikovaných v FAA AD 2002-12-07 část Applicability (příloha tohoto PZZ), které byly poslány z továrny mezi 1. dubnem 1999 a 4. říjnem 2000, nebo přestavěných, nebo prošlých generální opravou nebo vybavených vyměněnou převodní deskou olejového filtru katalogového čísla P/N LW-13904 nebo plochým těsněním katalogového čísla P/N LW-13388.

**Důvod vydání:** zabránit úplné ztrátě oleje z motoru a následnému zadření a požáru motoru.

**Datum účinnosti:** ihned po obdržení.

**Provést v termínech:** Jak je popsáno v FAA AD 2002-12-07, od data účinnosti tohoto PZZ.

**Postup provedení prací:** Dle FAA AD 2002-12-07.

Poznámky: Provedení tohoto PZZ musí být zapsáno do motorové knihy. Případné dotazy týkající se tohoto PZZ adresujte na ÚCL sekce technická - Ing. Beneš. Pokud to vyžaduje povaha tohoto PZZ, musí být zapracován do příslušné části dokumentace pro obsluhu, údržbu a opravy letadla. Tento PZZ byl vypracován na základě FAA AD 2002-12-07, který nahrazuje FAA AD 2000-18-53.

**Ing. Pavel MATOUŠEK**  
**Ředitel sekce technické**  
**Úřad pro civilní letectví**

**2002-12-07 Textron Lycoming:** Amendment 39-12779. Docket No. 2000-NE-36-AD. Supersedes AD 2000-18-53.

*Applicability:* This airworthiness directive (AD) is applicable to the reciprocating engine models in the following Table, that were shipped from the factory between April 1, 1999 and October 4, 2000, or rebuilt, or overhauled, or had the oil filter converter plate kit part number (P/N) LW-13904 or gasket P/N LW13388 replaced:

**Engine Applicability Table**

O-320	-H1AD, -H1BD, -H2AD, -H2BD, -H3AD, -H3BD
(L)O-360	-A1AD, -A1F6D, -A1G6D, -A1LD, -A3AD, -A4AD, -A5AD, -E1A6D
IO-360	-A1B6D, -A1D6D, -A3B6D, -A3D6D, -C1E6D, -J1AD, -J1A6D
(L)TO-360	-A1A6D, -C1A6D, -E1A6D, -F1A6D
TIO-360	-C1A6D
(L)HIO-360	-E1AD, -E1BD, -F1AD
O-540	-H1A5D, -H1B5D, -H2A5D, -H2B5D, -J1A5D, -J1B5D, -J1C5D, -J1D5D, -J2A5D, -J2B5D, -J2C5D, -J2D5D, -J3A5D, -J3C5D, -L3C5D
IO-540	-C4D5D, -K1A5D, -K1B5D, -K1E5D, -K1F5D, -K1G5D, -K1J5D, -L1A5D, -L1B5D, -M1A5D, -M1B5D, -M2A5D, -T4A5D, -T4B5D, -T4C5D, -U1A5D, -U1B5D, -V4A5D, -W1A5D, -W3A5D
(L)TIO-540	-K1AD, -S1AD, -AA1AD, -AB1AD, -AB1BD, -F2BD, -J2BD, -N2BD, -R2AD, -T2AD, -V2AD
AEIO-540	-L1B5D
TIO-541	-E Series

TIGO-541	-D1A, -D1B, -E1A
IO-720	-A1BD, -B1BD, -C1BD, -D1BD, -D1CD

**Note 1:** 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 request approval for an alternative method of compliance in accordance with paragraph (f) 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 this AD is required as indicated, unless already done.

To prevent complete loss of engine oil and subsequent seizing of the engine and possibility of fire, caused by oil leakage between the converter plate and accessory housing, do the following:

- (a) For engines with more than 50 hours time-since-new (TSN), time-since-overhaul (TSO), or time since the last replacement of the oil filter converter plate gasket, P/N LW-13388, or the converter plate kit, P/N LW-13904, replace the converter plate gasket or converter plate kit in accordance with paragraphs 1 and 2 of Textron Lycoming Mandatory Service Bulletin (MSB) 543A, dated August 30, 2000, and Textron Lycoming Service Instruction (SI) No. 1453, dated May 9, 1991, or Part II of Supplement No. 1 to MSB 543A, dated October 4, 2000, before further flight.
- (b) For engines with fewer than 50 hours TSN, TSO, or time since the last replacement of the oil filter converter plate gasket, P/N LW-13388, or the oil converter plate, P/N LW-13904, inspect the gasket within 10 hours time-in-service (TIS) or within 3 days after the effective date of this AD, whichever occurs earlier, for the following:
  - (1) Inspect the oil filter base for both:
    - (i) Signs of oil leakage between the oil filter base and the accessory housing; and
    - (ii) Any evidence of the gasket extruding beyond the perimeter of the base.
  - (2) If there is any oil leakage, or if the seal is damaged, extruded, displaced, or deteriorated, replace the converter plate gasket or converter plate kit in accordance with paragraphs 1 and 2 of Textron Lycoming MSB 543A, dated August 30, 2000, and Textron Lycoming SI No. 1453, dated May 9, 1991, or Part II of Supplement No. 1 to MSB 543A, dated October 4, 2000, before further flight.
- (c) Thereafter, replace the converter plate gasket, P/N LW-13388, or the oil converter plate kit, P/N LW-13904, at intervals not to exceed 50 hours TIS since the last replacement.
- (d) Before October 1, 2003, replace the oil filter converter plate gasket or oil filter converter plate kit, in accordance with Part II or Part III respectively, of Supplement No. 1 to MSB 543A, dated October 4, 2000.

## Terminating Action

- (e) Replacement of oil filter converter plate gasket, or oil filter converter plate in accordance with Part II or Part III of Textron Lycoming Supplement 1 to MSB 543A, dated October 4, 2000, constitutes terminating action to the repetitive gasket replacement specified in paragraph (c) of this AD.

## Alternative Methods of Compliance

- (f) 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. Operators must submit their requests through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, New York Aircraft Certification Office.

**Note 2:** 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.

## Special Flight Permits

- (g) Special flight permits may be issued in accordance with Secs. 21.197 and 21.199 of the Federal Aviation Regulations

(14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be done.

**Documents That Have Been Incorporated by Reference**

(h) The inspections and replacements must be done in accordance with the following Textron Lycoming mandatory service bulletin (MSB), MSB supplement, and Service Instruction (SI):

<b>Document No.</b>	<b>Pages</b>	<b>Revision</b>	<b>Date</b>
MSB No. 543A, Total pages: 2	All	Revision A	August 30, 2000.
MSB No. 543A, Supplement No. 1, Total pages: 3	All	Original	October 4, 2000.
SI No. 1453, Total pages: 1	All	Original	May 9, 1991.

The incorporations by reference were 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 Textron Lycoming, 652 Oliver Street, Williamsport, PA 17701, U.S.A. telephone: 570-323-6181. This information may be examined, by appointment, at the FAA, New England Region, Office of the Regional 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.

**Effective Date**

(i) This amendment becomes effective July 3, 2002.