

PŘÍKAZ K ZACHOVÁNÍ LETOVÉ ZPŮSOBILOSTI

CAA-AD-T-095/2002

Datum vydání: 3. října 2002

MOTOR - UPEVNŮVACÍ ŠROUBY POHONU KLIKOVÉHO HŘÍDELE – KONTROLA/VÝMĚNA

Týká se motorů AEIO-540, IO-540, LTIO-540, O-540 a TIO-540 vyrobených firmou Textron Lycoming, vybavených upevňovacími šrouby pohonu klikového hřídele katalogového čísla P/N STD-2209 jak je blíže uvedeno v části „applicability“ FAA E AD 2002-20-51 (příloha tohoto PZZ).

Důvod vydání: zabránit úplné ztrátě výkonu motoru a následnému vynucenému přistání letounu.

Datum účinnosti: ihned po obdržení

Provést v termínech: Jak je popsáno v FAA E AD 2002-20-51 od data účinnosti tohoto PZZ.

Postup provedení prací: Dle FAA E AD 2002-20-51.

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 E AD 2002-20-51

Ing. Pavel MATOUŠEK
ředitel sekce technické

2002-20-51 Textron Lycoming: Docket No. 2002-NE-31-AD

Applicability

This airworthiness directive (AD) is applicable to all Textron Lycoming AEIO-540, IO-540, LTIO-540, O-540, and TIO-540 series reciprocating engines with crankshaft gear retaining bolts, part number (P/N) STD-2209 installed, except engines with single-drive dual magnetos and O-540-F series engines to which AD 99-03-05 applies. These engines are installed on, but not limited to the following aircraft:

Aero Commander. (500), (500-B), (500-E), (500-U)
Aero Mercantil. Gavilan.
Aerofab. Renegade 250.
Bellanca Aircraft. Aries T-250
Britten-Norman. (BN-2).
Cessna Aircraft. Skylane C-182, Stationair C-206, Turbo Skylane T182T, Turbo Stationair T-206
Christen. Pitts (S-2S), (S-2B).
Commander Aircraft. 114TC, 114B
DeHavilland. (DH-114-2X)
Dornier. (DO-28-B1)

Evangel-Air.
Extra-Flugzeugbau. Extra 300.
Found Bros. (FBA-2C), Centennial (100)
Gippsland. GA-200.
Helio. Military (H-250).
King Engineering. Angel.
Maule. MT-7-260, M-7-260, MX-7-235, MT-7-235, M7-235, Star
Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235).
Mooney Aircraft. "TLS" M20M.
Moravan. Zlin-50L
Pilatus Britten-Norman. Islander (BN-2A-26), Islander (BN-2A-27), Islander II (BN-2B-26), Islander (BN-2A-21), Trislander (BN-2A-Mark III-2), Islander (BN-2B).
Piper Aircraft. 700P Aerostar, Aerostar 600A, Aerostar 601B, Aerostar 601P, Apache (PA-23 "235"), Aztec (PA-23 "250"), Aztec (PA-23 "250"), Comanche (PA-24 "250"), Comanche (PA-24 "260"), Aztec F, Aztec C (PA-23 "250"), Cherokee (PA-24 "250"), Cherokee (PA-28 "235"), Cherokee Six (PA-32 "260", Cherokee Six (PA-32-300). "LANCE", Comanche (PA-24 "150"), Comanche (PA-24 "250"), Comanche (PA-24), Comanche (PA-24 "260"), Comanche 260, Mirage (PA-46-350P, Navajo (PA-31), Navajo (PA-31-300), Navy Aztec (PA-23 "250"), Pawnee (PA-24 "235"), Pawnee (PA-25 "260"), Saratoga (PA-32-300), Brave 300, Sequoia 602P, T-1020, T35, Turbo Aztec (PA-23-250), Turbo Saratoga TC (PA-32-301T)
S.O.C.A.T.A. Rallye 235CA., Rallye 235GT, Rallye 235C, TB-20

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 (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 this AD is required within 10 hours TIS after receipt this Emergency AD or 7 days after receipt this Emergency AD, whichever is earlier, unless already done.

To prevent loss of all engine power and possible forced landing, do the following:

Engines Listed by SN

(a) if your engine SN is listed in Table 1 of Lycoming SB No. 554, dated September 30, 2002, replace the crankshaft gear retaining bolt in accordance with Lycoming SB No. 554, dated September 30, 2002.

Bolts That Have Been Replaced During Maintenance or Overhaul

(b) If the bolt was replaced or the engine was overhauled between November 27, 1996 and November 10, 1998, replace the bolt in accordance with Lycoming SB No. 554, dated September 30, 2002.

Prohibition Against Installing Zinc-plated Bolts

(c) After the receipt of this AD, do not install any zinc-plated crankshaft gear retaining bolt, P/N STD-2209, onto any engine listed in this AD. Zinc-plated bolts are gold in color.

Alternative Methods of Compliance

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

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the NYACO.

(e) Special flight permits may be issued in accordance with §§ 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 done.

(f) Copies of the applicable service information may be obtained from Lycoming, a Textron Company, 652 Oliver Street, Williamsport, PA 10071; telephone (570) 323-6181. This information may also be obtained electronically on "www.lycoming.textron.com". 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.

(g) **Emergency AD 2002-20-51, issued October 1, 2002, becomes effective upon receipt.**

FOR FURTHER INFORMATION CONTACT: Norman Perenson, Aerospace Engineer, New York Aircraft Certification Office, FAA, Engine and Propeller Directorate, 10 Fifth Street, 3rd floor, Valley Stream, NY 11581-1200; telephone (516) 256-7537; fax (516) 568-2716.

Issued in Burlington, Massachusetts on October 1, 2002.

Jay J. Pardee,

Manager, Engine and Propeller Directorate,

Aircraft Certification Service.