

95-03-10 Textron Lycoming: Amendment 39-9458. Docket 94-ANE-63.

Applicability: Textron Lycoming O-235 series reciprocating engines, shipped from the factory between February 22, 1993, and September 2, 1994, and identified by serial number in Textron Lycoming Mandatory Service Bulletin (MSB) No. 522, dated November 1, 1994; and all Textron Lycoming O-235 series reciprocating engines that have had push rods, part number (P/N) 73806, installed as service parts on or after February 22, 1993. These engines are installed on but not limited to the following aircraft: Piper PA-11, -12, -18, -22, -28, -38; Cessna 152, A152; Beech 77; Taylorcraft F-21; and Gulfstream American AA1 series aircraft. NOTE 1: 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 (b) 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. NOTE 2: This amendment does not supersede AD 80-25-02 R2, which also applies to pushrod P/N 73806. AD 80-25-02 R2 continues in effect and must be complied with.

Compliance: Required as indicated, unless accomplished previously.

To prevent engine roughness and power loss, which could result in loss of the aircraft, accomplish the following:

- (a) Within 5 hours time in service (TIS) after the effective date of this AD, inspect push rods for P/N and revision letter. All push rods with P/N 73806 and revision letter "V" or "W" must be replaced with serviceable parts in accordance with Textron Lycoming MSB No. 522, dated November 1, 1994.
- (b) 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. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, New York Aircraft Certification Office. NOTE: 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.
- (c) 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 inspection required by this AD can be accomplished.
- (d) The actions required by this AD shall be done in accordance with the following MSB:

DOCUMENT NO.	PAGE	DATE
Textron Lycoming MSB No. 522	1-2	November 1, 1994
Total Pages: 2.		

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 Textron Lycoming, 652 Oliver Street, Williamsport, PA 17701; telephone (717) 327-

7278, fax (717) 327-7022. 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.

(e) This amendment becomes effective January 24, 1996, to all persons except those persons to whom it was made immediately effective by priority letter AD **95-03-10**, issued February 7, 1995, which contained the requirements of this amendment.