



SUBJ: POWERPLANT – Rocker Shaft Boss Inspection

This is information only. Recommendations aren't mandatory.

Introduction

This Special Airworthiness Information Bulletin (SAIB) alerts registered owners, operators, and certified repair facilities of all airplanes equipped with Teledyne Continental Motors (TCM) Model C75, C85, C90, C125, C145, O-200, O-300, and GO-300 series and Rolls-Royce plc (RR) C90, O-200 and O-300 series reciprocating engines of miscommunication regarding the applicability section of AD 94-05-05 R1, effective on February 13, 1996.

The FAA has received reports that FAA personnel have provided guidance that has resulted in confusion on complying with AD 94-05-05R1. The intent of this SAIB is to correct this miscommunication.

At this time, the airworthiness concern is not an unsafe condition that would warrant AD action under Title 14 of the CODE of Federal Regulations (14 CFR) part 39.

Background

The FAA has been notified that previous FAA guidance provided to the public on the applicability requirements of AD 94-05-05 R1 appears inconsistent with the AD requirements. This has resulted in confusion among operators and at least two companies have issued service instructions that incorrectly state that engines installed with their cylinders are exempt from the requirements of AD 94-05-05 R1.

Operators have requested clarification of the FAA guidance and our review determined that previous FAA guidance was incorrect and inconsistent with the applicability requirements of AD 94-05-05 R1.

AD 94-05-05 R1 provides instructions for inspecting cylinder head rocker shaft bosses and if cracks are found, replacing with a serviceable cylinder. The Applicability section of this AD states:

Applicability: Teledyne Continental Motors (TCM) Model C75, C85, C90, C125, C145, O-200, O-300, and GO-300 series and Rolls-Royce, plc (R-R) C90, O-200 and O-300 series reciprocating engines, installed on but not limited to American Champion models 7BCM, 7CCM, 7DC, S7DC, S7CCM, 7EC, S7EC, 7FC, 7JC, and 7ECA; Cessna Models 120, 140, 150, 170, 172, 172A-H, and 175; Luscombe Models 8E, 8F, and T-8F; Maule Models Bee Dee M-4, M-4, M-4C, M-4S, M-4T, M-4-210, M-4-210C, M-4-210S, M-4-210T, and M-5-210C; Piper Models PA-18 and PA-19; Reims Aviation SA Models F172D, E, F, G, H, K; F150G, H, J, K, L, M; FA150K, L; FRA150L; Swift Models GC-1A and GC-1B; Univair (Erco) Models 415-D, E, and G; Univair (Forney) Models F-1 and F-1A; Univair (Alon) Model A-2 and Univair (Mooney) Model M-10 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 (d) 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.

This AD applies to all engine models listed in the applicability section regardless of the type of cylinder installed (e.g., factory new cylinders, PMA cylinders, new or used, etc.). The AD contains instructions by which a person can request an alternate method of compliance or adjustment of the compliance times that provide an acceptable level of safety.

Recommendations

The FAA recommends that repair stations, owners, operators and maintenance personnel review the requirements in AD 94-05-05 R1. If the engine in question matches the model numbers listed in the applicability section of the AD, then all requirements of AD 94-05-05 R1 must be complied with, regardless of the cylinder manufacturer or part number installed.

For Further Information, Contact

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