



**FEDERAL AVIATION ADMINISTRATION  
AIRWORTHINESS DIRECTIVES  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS,  
BALLOONS, & AIRSHIPS**

**BIWEEKLY 2006-13**

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U.S. Department of Transportation  
Federal Aviation Administration  
Regulatory Support Division  
Delegation and Airworthiness Programs Branch, AIR-140  
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## SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
<b>Biweekly 2006-01</b>			
2005-26-10		Engine Components Inc.	Appliance: See AD
2005-26-11		DG Flugzeugbau GmbH	Sailplane: DG-800B and DG-500MB
2005-26-12	S 2004-08-13	Burkhardt Grob Luft-Und Raumfahrt GmbH & Co Kg	Sailplane: G103 Twin Astir, G103 Twin II, G103A Twin 11 Acro, G103C Twin III Acro, and G 103 Twin III SL
2005-26-13	S 2002-22-11	Turbomeca	Engine: Artouste III B, B1, and D turboshaft
2005-26-14		Burkhardt Grob Luft-Und Raumfahrt GmbH & Co Kg	Sailplane: G103 Twin Astir
2005-26-53	E	Pacific Aerospace Corporation	750XL
<b>Biweekly 2006-02</b>			
2001-08-14R1	R 2001-08-14	Turbomeca S.A.	Engine: Arrius Models 2B, 2B1, and 2F
2005-24-10		American Champion Aircraft Corp.	7ECA, 7GCAA, 7GCBC, 8KCAB, and 8GCBC, 7AC, 7ACA, S7AC, 7BCM, 7CCM, S7CCM, 7DC, S7DC, 7EC, S7EC, 7ECA, 7FC, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, 8KCAB, and 8GCBC
2005-26-53		Pacific Aerospace Corporation Ltd.	750XL
2006-01-05	S 87-12-05	Honeywell International Inc.	Engine: T5309, T5311, T5313B, T5317A, T5317A-1, and T5317B series turboshaft, T53-L-9, T53-L-11, T53-L-13B, T53-L-13BA, T53-L-13B S/SA, T53-L-13B S/SB, T53-L-13B/D, and T53-L-703 series turboshaft
2006-01-11		Cessna	208 and 208B
2006-02-51	E	Raytheon	390
<b>Biweekly 2006-03</b>			
2006-02-08		Turbomeca	Engine: Arriel 1B, 1D, 1D1, and 1S1
2006-02-12		DG Flugzeugbau GmbH and Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-100, DG-400, DG-500 Elan Series, and DG-500M
2006-02-51	FR	Raytheon	390
<b>Biweekly 2006-04</b>			
2006-02-12	COR	Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-100, DC-400, DG-500 Elan, and DG-500M
2006-03-08		Aero Advantage	Appliance: Vacuum Pumps
2006-03-17		Polskie Zakłady Lotnicze	PZL M26 01
<b>Biweekly 2006-05</b>			
2006-04-15		Turbomeca	Engine: Turbomeca Artouste III B, Artouste III B1, and Artouste III D turboshaft
<b>Biweekly 2006-06</b>			
2006-01-11 R1	R 2006-01-11	Cessna	208 and 208B
2006-05-05		MT-Propeller Entwicklung GmbH	Propeller: MT, MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22, MTV-24, and MTV-25
2006-06-01		Eurocopter France	Rotorcraft: EC 155B and B1
2006-06-02		Eurocopter France	Rotorcraft: SA-365N, SA365N1, AS-365N2, and SA-366G1
2006-06-06	S 2005-07-01	Cessna	208 and 208B
2006-06-51	E	General Electric	Engine: CT7-8A

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<b>Biweekly 2006-07</b>			
2005-13-09	COR	GROB-WERKE	G120A
2006-06-16		Lycoming Engines	Engine: AEIO-360-A1B6, AEIO-360-A1E6, IO-360-A1B6, IO-360-A1B6D, IO-360-A3B6, IO-360-A3B6D, IO-360-C1C6, IO-360-B1G6, IO-360-C1G6, IO-360-C1E6, LO-360-A1G6D, LO-360-A1H6, O-360-A1F6, O-360-A1F6D, O-360-A1G6D, O-360-A1H6, O-360-E1A6D, O-360-F1A6, IO-360-C1D6, LIO-360-C1E6, LO-360-E1A6d, LIO-360-C1D6
2006-06-17		Turbomeca	Engine: Arriel 1B, 1D, and 1D1 certain turboshaft
2006-07-06		Cirrus Design Corporation	SR20, SR22
<b>Biweekly 2006-08</b>			
2006-06-06	COR	Cessna	208 and 208B
	S 2005-07-01		
2006-07-15	S 2003-07-01	Thrush Aircraft Inc.	S-2R, S2R-G1, S2R-R1820, S2R-T15, S2R-T34, S2R-G10, S2R-G5, S2R-G6, S2RHG-T65, S2R-R1820, S2R-T34, S2R-T45, S2R-T65, 600 S2D, S-2R, S2R-R1340, S2R-R3S, S2R-T11, S2R-G1, S2R-G10, S2R-T34, S2R-G1, S2R-G10, S2R-G6, S2RHG-T34, S2R-T15, S2R-T34, S2R-T45, S-2R
2006-07-20		Turbomeca	Engine: Makila 1 A2 turboshaft
2006-08-01	S 97-24-09	BURKHART GROB LUFT-UND RAUMFAHRT GMBH & CO. KG	Sailplane: G 103 C Twin III SL
2006-08-06		Eurocopter France	Rotorcraft: SA-360C, SA-365C, SA-365C1, and SA-365C2
<b>Biweekly 2006-09</b>			
2002-11-05-R1	R 2002-11-05	Air Tractor	AT-501
2006-06-51	FR	General Electric	Engine: CT7-8A
2006-07-15	COR	Thrush Aircraft Inc.	S-2R, S2R-G1, S2R-R1820, S2R-T15, S2R-T34, S2R-G10, S2R-G5, S2R-G6, S2RHG-T65, S2R-R1820, S2R-T34, S2R-T45, S2R-T65, 600 S2D, S-2R, S2R-R1340, S2R-R3S, S2R-T11, S2R-G1, S2R-G10, S2R-T34, S2R-G1, S2R-G10, S2R-G6, S2RHG-T34, S2R-T15, S2R-T34, S2R-T45, S-2R
	S 2003-07-01		
2006-08-07		Brantly Helicopter	Rotorcraft: B-2, B-2A, and B-2B
2006-08-08		Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2006-08-09		Air Tractor	AT-802A
2006-08-11		Pilatus	PC-12 and PC-12/45
2006-08-12	S 2001-24-51	MD Helicopters	Rotorcraft: 600N
2006-08-13		Pratt & Whitney Canada	Engine: PW535A
<b>Biweekly 2006-10</b>			
2002-11-05-R1	COR	Air Tractor	AT-501
	R 2002-11-05		
2006-08-08	COR	Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2006-08-09	COR	Air Tractor	AT-802 and AT-802A
2006-09-10		Eurocopter France	Rotorcraft: SA-365 N1, AS-365 N2, N3, SA 366 G1, and EC-155B and B1
<b>Biweekly 2006-11</b>			
2006-01-11 R1	COR	Cessna	208 and 208B
	R 2006-01-11		
2006-06-06	COR	Cessna	208 and 208B
	S 2005-07-01		
2006-10-21		Engine Components Inc.	Appliance: See AD

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### Biweekly 2006-12

2003-21-09 R1	R 2003-21-09	Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
2006-11-14		Sikorsky	Rotorcraft: S-92A
2006-11-16	S 98-22-11	Honeywell International Inc.	Engine: T5311A, T5311B, T5313B, T5317A, T5317A-1, and T5317B series, T53-L-11B, T53-L-11D, T53-L-13B, T53-L-13B/D, and T53-L-703 series turboshaft
2006-11-17		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, C, D, and D1
2006-11-18		Pacific Aerospace Corporation Ltd.	750XL
2006-11-19		DORNIER LUFTFAHRT GmbH	228-100, 228-101, 228-200, 228-201, 228-202, and 228-212
2006-12-07	S 2005-26-10	Engine Components Inc.	Appliance: See AD

### Biweekly 2006-13

68-17-03R1	R 68-17-03	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-10-19		Eurocopter France	Rotorcraft: EC130 B4
2006-10-21	COR	Engine Components Inc.	Appliance: See AD
2006-12-25		General Machine - Diecron, Inc.	Appliance: Actuator Nut Assembly
2006-13-05	S 2005-26-53	Pacific Aerospace Corp. Ltd.	750XL
2006-13-06		Rolls-Royce Corp.	Engine: 250-B17, -B17B, -B17C, -B17D, -B17E, -B17F, -B17F/1, -B17F/2, 250-C18, -C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20S, and "C20W series turboprop and turboshaft
2006-13-11	S 2002-21-08	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2
2006-13-12	S 98-12-01	Pilatus Aircraft Ltd.	PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2

# AIRWORTHINESS DIRECTIVE

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

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**68-17-03R1 Pilatus Aircraft LTD.:** Amendment 39-14656; Docket No. FAA-2006-24094;  
Directorate Identifier 2006-CE-20-AD.

## Effective Date

- (a) This AD becomes effective on August 3, 2006.

## Affected ADs

- (b) This AD revises AD 68-17-03, Amendment 39-634.

## Applicability

(c) This AD affects the following airplane models, all manufacturer serial numbers (MSN), that are certificated in any category:

**Note:** MSNs 2001 through 2092 were manufactured by Fairchild Republic Company (also identified as Fairchild Industries, Fairchild Heli Porter, and Fairchild-Hiller Corporation) in the United States under a licensing agreement and are covered by Type Certificate Data Sheet No. 7A15.

- (1) PC-6
- (2) PC-6-H1
- (3) PC-6-H2
- (4) PC-6/350
- (5) PC-6/350-H1
- (6) PC-6/350-H2
- (7) PC-6/A
- (8) PC-6/A-H1
- (9) PC-6/A-H2
- (10) PC-6/B-H2
- (11) PC-6/B1-H2
- (12) PC-6/B2-H2
- (13) PC-6/B2-H4
- (14) PC-6/C-H2
- (15) PC-6/C1-H2

## Unsafe Condition

(d) This AD results from fatigue cracks found in the bottom nose rib on the rudders of certain PC-6 airplanes. We are issuing this AD to detect and correct cracks in the rudder end rib, which could result in failure of the rudder. This failure could lead to loss of rudder control.

**Compliance**

(e) To address this problem, you must do the following:

<b>Actions</b>	<b>Compliance</b>	<b>Procedures</b>
(1) With the aid of a mirror, inspect the rudder end rib, part number (P/N) 6302.27 (or FAA-approved equivalent P/N) for crack(s).	Within the next 50 hours time-in-service after August 19, 1968 (the effective date of AD 68-17-03). Repetitively inspect thereafter at intervals not to exceed 50 hours TIS.	Follow Pilatus Service Bulletin No. 80, dated April 1968.
(2) If you detect a crack or cracks during any inspection required in paragraph (e)(1) of this AD, replace the rudder end rib with a modified rudder end rib assembly, P/N 6302.26 Pos. 2, channel reinforcement, P/N 113.40.06.002, and torque tube, P/N 113.40.06.003 (or FAA-approved equivalent P/Ns).	Before further flight after any inspection required in paragraph (e)(1) of this AD in which you find cracks. Installing the modified rudder end rib terminates the repetitive inspection requirement in paragraph (e)(1) of this AD.	Follow Pilatus Service Bulletin No. 80, dated April 1968.
(3) 14 CFR 21.303 allows for replacement parts through parts manufacturer approval (PMA). The phrase “or FAA-approved equivalent P/N” in this AD is intended to signify those parts that are PMA parts approved through identity to the design of the part under the type certificate and replacement parts to correct the unsafe condition under PMA (other than identity). If parts are installed that are identical to the unsafe parts, then the corrective actions of the AD affect these parts also. In addition, equivalent replacement parts to correct the unsafe condition under PMA (other than identity) may also be installed provided they meet current airworthiness standards, which include those actions cited in this AD.	Not applicable	Not applicable.
(4) Installing the modified rudder end rib assembly, P/N 6302.26 Pos. 2, channel reinforcement, P/N 113.40.06.002, and torque tube, P/N 113.40.06.003 (or FAA-approved equivalent P/Ns), terminates the repetitive inspection requirement in paragraph (e)(1) of this AD.	Not applicable	Not applicable.

**Alternative Methods of Compliance (AMOCs)**

(f) The Manager, Standards Office, ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(g) AMOCs approved for AD 68-17-03 are approved for this AD.

### **Related Information**

(h) Swiss AD Number HB 2005-289, effective date August 23, 2005, also addresses the subject of this AD.

### **Material Incorporated by Reference**

(i) You must do the actions required by this AD following Pilatus Service Bulletin No. 80, dated April 1968. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 63 19; facsimile: +41 41 619 6224. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html) or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2006-24094; Directorate Identifier 2006-CE-20-AD.

Issued in Kansas City, Missouri, on June 12, 2006.

James E. Jackson,  
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. 06-5532 Filed 6-20-06; 8:45 am]  
BILLING CODE 4910-13-P

# AIRWORTHINESS DIRECTIVE

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
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Administration**



**2006-10-19 Eurocopter France:** Amendment 39-14603. Docket No. FAA-2006-24807; Directorate Identifier 2005-SW-41-AD.

## Applicability

Model EC130 B4 helicopters, with a throttle twist grip (twist grip) assembly, part number (P/N) 350A27-5209-00, P/N 350A27-5209-01, or P/N 350A27-5209-02, installed, certificated in any category.

## Compliance

Required as indicated, unless accomplished during the previous 100 hour time-in-service (TIS) or annual inspection.

To detect jamming of the twist grip assembly, which could keep the engine from operating above idle speed and result in subsequent loss of control of the engine power of the helicopter, accomplish the following:

(a) Within 30 hours TIS, access the twist grip assembly and inspect the cam and micro-switch body and rollers for:

- (1) Any foreign chip or debris;
- (2) Any friction point while turning the twist grip assembly from "Flight" to "Idle" position;
- (3) Any rotating micro-switch body; and
- (4) Any micro-switch roller that does not turn freely.

(b) If you find any chip or debris, remove it; if you find a friction point, a rotating micro-switch body, a binding micro-switch roller or any other unairworthy part, repair or replace the part before further flight.

**Note 1:** Eurocopter Alert Telex No. 05A003, dated June 30, 2005, pertains to the subject of this AD. AMM Task 76-12-00, 6-1, dealing with a repetitive functional check of the twist grip assembly, has been inserted into the current maintenance instructions and is now part of the annual or 100-hour inspection.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, Rotorcraft Directorate, FAA, ATTN: Ed Cuevas, Aviation Safety Engineer, FAA, Rotorcraft Directorate, Safety Management Group, Fort Worth, Texas 76193-0111, telephone (817) 222-5355, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(d) This amendment becomes effective on June 27, 2006.

**Note 2:** The subject of this AD is addressed in Direction Generale de L'Aviation Civile (France) AD No. F-2005-145, dated August 17, 2005.

2006-10-19 2

Issued in Fort Worth, Texas, on June 1, 2006.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 06-5241 Filed 6-9-06; 8:45 am]

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**CORRECTION:** [*Federal Register: June 16, 2006 (Volume 71, Number 116); Page 34811;*  
*www.access.gpo.gov/su\_docs/aces/aces140.html*]

**2006-10-21 Engine Components Incorporated (ECi):** Amendment 39-14604. Docket No. FAA-2005-21331; Directorate Identifier 2005-NE-07-AD.

## Effective Date

(a) This airworthiness directive (AD) becomes effective June 22, 2006.

## Affected ADs

(b) None.

## Applicability

(c) This AD applies to Lycoming Engines (formerly Textron Lycoming) 360 and 540 series reciprocating engines specified in Table 1 of this AD with Engine Components Incorporated (ECi) connecting rods, part number (P/N) AEL11750 installed, limited to Serial Numbers 54/6 and below and produced between January 2002 and January 2004. They are also identified with forging P/N AEL11488 in raised letters on the web of the beam between the big and small ends of the connecting rod.

**TABLE 1.—ENGINE MODELS**

Engine models
O-360-A1A, A1AD, A1C, A1D, A1F, A1F6, A1F6D, A1G, A1G6, A1G6D, A1H, A1H6, A1LD, A1P, A2A, A2D, A2E, A2F, A2G, A2H, A3A, A3AD, A3D, A4A, A4AD, A4D, A4G, A4J, A4K, A4M, A4N, A4P, A5AD, B1A, B1B, B2A, B2B, C1A, C1C, C1E, C1F, C1G, C2A, C2B, C2C, C2D, C2E, C4F, C4P, D1A, D2A, D2B, F1A6, G1A6, J2A;
HO-360-A1A, B1A, B1B, C1A;
IO-360-B1A, B1B, B1C, B1D, B1E, B1F, B1F6, B1G6, B2E, B2F, B2F6, B4A, E1A, F1A, L2A;
LO-360-A1G6D, A1H6;
HIO-360-A1A, A1B, B1A, B1B;
AEIO-360-B1B, B1D, B1F, B1F6, B1G6, B2F, B2F6, B4A, H1A, H1B;
O-540-A1A, A1A5, A1B5, A1C5, A1D, A1D5, A2B, A3D5, A4A5, A4B5, A4C5, A4D5, B1A5, B1B5, B1D5, B2A5, B2B5, B2C5, B4A5, B4B5, D1A5, E4A5, E4B5, E4C5, F1A5, F1B5, G1A5, G2A5, H1A5, H1A5D, H1B5D, H2A5, H2A5D, H2B5D;
AEIO-540-D4A5, D4B5, D4C5, D4D5;
IO-540-A1A5, B1A5, B1B5, B1C5, C1B5, C1C5, C2C, C4B5, C4C5, C4D5, C4D5D, D4A5, D4B5, D4C5, E1A5, E1B5, E1C5, G1A5, G1B5, G1C5, G1D5, G1E5, G1F5, J4A5, N1A5, P1A5, R1A5, T4A5D, T4B5, T4B5D, T4C5D, V4A5, V4A5D;
LTIO-540-K1AD;
TIO-540-C1A, E1A, G1A, H1A, K1AD, AA1AD, AB1AD, AB1BD, AF1A, AF1B, AG1A.

These engines are installed on, but not limited to, the aircraft listed in Table 2 of this AD.

**TABLE 2.—AIRCRAFT MODELS**

<b>Aircraft manufacturer</b>	<b>Aircraft model</b>
Aero Boero	AB-180, AB-260.
Aero Commander	Lark (100), Aero Commander (500, 500-B, 500-E, 500-U).
Aero Engine Service Ltd.	Victa (R-2).
Aerofab Inc.	Renegade 250, Turbo Renegade (270).
Aviamilano	Flamingo (F-250).
Aviat	Husky.
Avions Pierre Robin	(HR100/250).
Beagle	Airedale (A-109), Husky (D5-180 01-U).
Bellanca Aircraft	Scout (8GCBC-CS, 8GCBC FP), Super Decathlon (8KCAB-180), Aries T-250.
Bolkow	207, Klemm (K1-107C).
Britten-Norman	BN-2.
Brooklanda	Scoutmaster.
C.A.A.R.P.	S A.N. (M-23III), C.A.P. (10).
C. Itoh and Co	Fuji FA-200.
Center Est Aeronautique	Regente (DR-253).
Cerva	(CE-43 Guepard).
Cessna Aircraft	Cardinal C-177A and C-177B, Teal III, TSC (1A3), Skyhawk RG, and C-172RG, Cutlass C-172Q.
Christen	Husky (A-1), Christen. Pitts (S-2S), (S-2B).
DeHavilland	Drover (DHA-3MK3), Heron Conversion.
Dinfia	Ranquel (1A-51), Querandi (1A-45).
Dornier	(DO-28, DO-28-B1, DO-8-B1).
Doyn Aircraft	Doyn-Cessna (170B, 172, 172A, 172B).
Doyn Aircraft	Doyn-Beech (Beech 95).
Doyn Aircraft	Doyn-Piper (PA-23 "160", PA-23 "200", PA-24 "250", PA-23 "250").
Earl Horton	Pawnee (Piper PA-25).
Embraer	Corioca (EMB-710), Impanema "AG."
F.F.A	Bravo (200).
Found Bros	(FBA-2C), Centennial (100).
Fuji	(FA-200).
General Aviation	Model 114.
Gippsland	GA-200.
Great Lakes	Trainer.
Grob	G115/Sport-Acro.
H.A.L.	HPT-32.
Hughes Tool Co.	(269A, 269-A-1, YHO-2HU, 300).
Intermountain Mfg Co.	Call Air (A-6, A-9, IAR821, IAR-822, IAR-826, IAR-823).
Kingsford-Smith	Bushmaster (O-6).
Lake Aircraft	Colonial (C-2, LA-4, 4A or 4P), Seawolf.
Malmo	Vipan (MF-10B, MF1-10).
Maule	Star Rocket MX-7-180, MX-7-180A, Star Rocket (MX-7-235), Super Rocket (M-6-235), Super Std. Rocket (M-7-235).
Mid-States Mfg. Co.	Twin Courier (H-500), (U-5).

<b>Aircraft manufacturer</b>	<b>Aircraft model</b>
Mooney Aircraft	Master "21" (M-20D, M-20E), Mark "20B", "20D", (M20B, M20C), Statesman (M-20G), Mark "21" (M-20E), "TLS" M20M.
Moravan	Zlin-50L.
Mundry	CAP-10.
Nash Aircraft Ltd	Petrel.
Neiva	1PD-590V.
Norman Aeroplance Co	NAC-1 Freelance.
Omega Aircraft	BS-12D1.
Partenavia	Oscar (P-66).
Penn Yan	Super Cub Conversion.
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).
Piper Aircraft	Comanche (PA-24), Seminole (PA-44), Cherokee "C" (PA-28 "180"), Cherokee "D" (PA-28 "180"), Archer II (PA-28 "180"), Arrow (PA-28 "180R"), Seminole (PA-44), Comanche (PA-24 "150"), Aztec (PA-23 "250"), Cherokee (PA-24 "250"), Pawnee (PA-24 "235"), Cherokee (PA-28 "235"), Aztec (PA-23 "235"), Cherokee (PA-28 "235"), Comanche (PA-24 "260"), Cherokee Six (PA-32 "260"), Pawnee (PA-25 "260"), Aztec B (PA-23 "250"), Comanche (PA-24 "250"), Aztec C (PA-23 "250"), Aztec F, Comanche (PA-24), Turbo Aztec (PA-23-250).
Pitts	S-1S.
Poeschel	P-300.
Procaer	Picchio (F-15-A).
Rawdon Brow	Radon (T-1).
Raytheon Aircraft Co (Beech)	Travel-Air (95, B-95, B-95A, B-95B), Duchess 76, Sport, Musketeer Custom III, Sundowner 180.
Regente	N-591.
Rhein-Flugzeugbau	RF-V.
Riley Aircraft	Rocket-Cessna (310), Turbo Rocket, Turbo-Aztec.
Robin	Regent (DR400/180), Remorqueur (DR400/180R), R-3170, Aiglon (R-1180T).
Robinson	R-44.
Rockwell	Commander (114, 114B, 114TC).
S.A.A.B.	Safir (91-D).
Schweizer Aircraft Corporation	269A.
S.O.C.A.T.A.	Tobago (TB-10), Rallye Commodore (MS-893), Rallye 180GI, Sportana Sportsman (RS-180), Rallye 235CA, Rallye 235GT, Rallye 235C, TB-20, Trinidad TB-20, Trinidad TC TB-21.
Shrike	(500-S).
Societe Aeronautique Normande. Mousquetaire	D-140, Jodel (D-140C).
Siai-Marchetti	(S-205, SF-260, SF-208).
Silvercraft	
Std. Helicopter	
Sud	Gardan (GY-180).
Tiger Aircraft LLC (American General)	Tiger.

<b>Aircraft manufacturer</b>	<b>Aircraft model</b>
T. R. Smith Aircraft	Aerostar, (600).
United Consultants	See-Bee.
Utva	75.
Valmet	PIK-23.
Varga	Kachina.
Wassmer	Super 4 (WA-50A), Sancy (WA-40), Baladou (WA-40), Pariou (WA-40), (WA-50), Europa WA-52, WA-421, WA4-2V.
Yoeman Aviation	YA-1.

### **Unsafe Condition**

(d) This AD results from reports of connecting rods with excessive variation in circularity of the journal bores. We are issuing this AD to prevent fatigue failure of the connecting rod and possible uncommanded shutdown of the engine.

### **Compliance**

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

### **Engines Not Repaired or Overhauled Since New**

(f) If your engine has not been overhauled or had any repair since new, no further action is required.

### **Engines Overhauled or Repaired Since New**

(g) If your engine was overhauled or repaired since new, do the following:

(1) Before further flight inspect the maintenance records and engine logbook to determine if the overhaul or repair facility used ECi connecting rods, P/N AEL11750.

(2) If the connecting rods are not ECi, P/N AEL11750, no further action is required.

(3) If the connecting rods are ECi, P/N AEL11750, and if the serial number is 54/7 or higher, no further action is required. (Note: 54 is the lot number and 7 is the serial number of the ECi connecting rod.)

(4) If the connecting rods are ECi, P/N AEL11750, having forging P/N AEL11488 in raised letters on the web of the beam, and if the serial number is 54/6 or lower, do the following:

(i) If the connecting rod has 2,000 or more hours time-in-service (TIS), replace the connecting rod with a connecting rod that has a lot number 55 or higher, or that has a P/N not specified in this AD, within 50 hours TIS after the effective date of this AD.

(ii) If the connecting rod has fewer than 2,000 hours TIS, replace the connecting rod with a connecting rod that has a lot number 55 or higher, or that has a P/N not specified in this AD, at the next engine overhaul, or next accessibility of the connecting rod, but no later than 2,000 hours TIS on the connecting rod.

(iii) For the purpose of this AD, connecting rod accessibility is defined as any maintenance action in which a cylinder assembly is removed for maintenance.

(h) After the effective date of this AD, do not install any ECi connecting rod, P/N AEL11750, that has SN 54/6 or lower into any engine.

**Alternative Methods of Compliance**

(i) The Manager, Special Certification Office, has the authority to approve alternative methods of compliance for this AD, if requested, using the procedures found in 14 CFR 39.19.

**Related Information**

(j) None.

**Material Incorporated by Reference**

(k) None.

Issued in Burlington, Massachusetts, on May 12, 2006.

Thomas A. Boudreau,  
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.  
[FR Doc. 06-4646 Filed 5-17-06; 8:45 am]  
BILLING CODE 4910-13-P

# AIRWORTHINESS DIRECTIVE

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**2006-12-25 General Machine–Diecron, Inc.:** Amendment 39-14651; Docket No. FAA-2005-23334; Directorate Identifier 2005-CE-53-AD.

## Effective Date

- (a) This AD becomes effective on July 28, 2006.

## Affected ADs

- (b) None.

## Applicability

(c) This AD affects any actuator nut assembly, part number (P/N) GMD115-810029-17 or P/N GMD115-810029-23, for the right main landing gear (MLG) actuator installed on, but not limited to, the following Raytheon Aircraft Company (Raytheon) (formerly Beech) airplanes that are certificated in any category and not equipped with a hydraulic MLG or modified to a hydraulic MLG.

<b>Models</b>	<b>Serial Nos.</b>
(1) F90	LA-2 through LA-225 (except aircraft that incorporate Beech Kit No. 90-8011).
(2) 99, 99A, A99, and B99	U-1 through U-49 and U51 through U164 (except aircraft that incorporate Beech Kit No. 99-8010-1 or factory installed hydraulic landing gear).
(3) 100 and A100	B-1 through B-94, B-100 through B-204, and B-206 through B-247.
(4) B100	BE-1 through BE-137.
(5) 200	BB-2, BB-6 through BB-733, BB-735 through BB-792, BB-794 through BB-828, BB-830 through BB-853, BB-872, BB-873, BB-892, BB-893, and BB-912 (except aircraft that incorporate Beech Kit No. 101-8018).
(6) B200	BB-734, BB-793, BB-829, BB-854 through BB-870, BB-874 through BB-891, BB-894, BB-896 through BB-911, BB-913 through BB-1157, BB-1159 through BB-1166, and BB-1168 through BB-1192 (except aircraft that incorporate Beech Kit No. 101-8018).
(7) 200T and B200T	BT-1 through BT-30 (except aircraft that incorporate Beech Kit No. 101-8018).
(8) 200C and B200C	BL-1 through BL-72 (except aircraft that incorporate Beech Kit No. 101-8018).
(9) 200CT and B200CT	BN-1 through BN-4 (except aircraft that incorporate Beech Kit No. 101-8018).
(10) A200CT (FWC-12D)	FG-1 and FG-2 (except aircraft that incorporate Beech Kit No. 101-8018).

## Unsafe Condition

(d) This AD results from several reports of failures of the actuator nut assembly, P/N GMD115-810029-17 and P/N GMD115-810029-23, on the right MLG actuator. The actions specified in this AD are intended to prevent failure of the actuator nut assembly for the right MLG actuator, which could result in failure of the MLG. This failure could prevent the extension or retraction of the MLG.

## Compliance

(e) To address this problem, you must do the following:

Actions	Compliance	Procedures
<p>(1) Maintenance Records Check:</p> <p>(i) Check the maintenance records to determine whether the following replacements have been made:</p> <p>(A) Actuator nut assembly, P/N GMD115-810029-17, for the right MLG actuator; or</p> <p>(B) Actuator nut assembly, P/N GMD115-810029-23, for the right MLG actuator.</p> <p>(ii) The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may make this check. You must make an entry into the aircraft records that shows compliance with this portion of the AD in accordance with section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).</p>	<p>Within the next 50 hours time-in-service (TIS) or 30 calendar days after July 28, 2006 (the effective date of this AD), whichever occurs first, unless already done.</p>	<p>No special procedures necessary to check the maintenance records.</p>
<p>(2) If you find as a result of the check required by paragraph (e)(1) of this AD that there is no record of the specified assembly replacement, inspect the airplane for installation of the following:</p> <p>(i) Actuator nut assembly, P/N GMD115-810029-17, for the right MLG actuator; or</p> <p>(ii) Actuator nut assembly, P/N GMD115-810029-23, for the right MLG actuator.</p> <p>(iii) You may choose to do the inspection without doing the maintenance records check.</p>	<p>Within the next 50 hours TIS or 30 calendar days after July 28, 2006 (the effective date of this AD), whichever occurs first, unless already done.</p>	<p>Follow General Machine Diecron, Inc. Service Bulletin GM-D 32-30-01/102505, dated November 21, 2005.</p>
<p>(3) If during the check required by paragraph (e)(1) or the inspection required by paragraph (e)(2) of this AD, you find either actuator nut assembly, P/N GMD115-810029-17 or P/N GMD115-810029-23, for the right MLG actuator, replace the specific assembly, with a new actuator nut assembly, P/N GMD115-810029-23B or FAA-approved equivalent P/N.</p>	<p>Before further flight after the check required by paragraph (e)(1) or the inspection required by paragraph (e)(2) of this AD.</p>	<p>Follow General Machine Diecron, Inc. Service Bulletin GM-D 32-30-01/102505, dated November 21, 2005.</p>
<p>(4) Do not install any actuator nut assembly, P/N GMD115-810029-17 or P/N GMD115-810029-23, for the right MLG actuator.</p>	<p>As of July 28, 2006 (the effective date of this AD).</p>	<p>Not Applicable.</p>

### **Alternative Methods of Compliance (AMOCs)**

(f) The Manager, Atlanta Aircraft Certification Office (ACO), FAA, ATTN: Don Buckley, Aerospace Engineer, FAA, Atlanta ACO, Airframe and Propulsion Branch, ACE-117A, One Crown Center, 1895 Phoenix Boulevard, Suite 450, Atlanta, Georgia 30337-2748, telephone: (770) 703-6086; facsimile: (770) 703-6097, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

### **Material Incorporated by Reference**

(g) You must do the actions required by this AD following the instructions in General Machine Diecron, Inc. Service Bulletin GM-D 32-30-01/102505, dated November 21, 2005. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact General Machine–Diecron, Inc., 3131 U.S. Highway 41, Griffin, Georgia 30224, telephone: (770) 228-6200; facsimile: (770) 228-6299. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html) or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2005-23334; Directorate Identifier 2005-CE-53-AD.

Issued in Kansas City, Missouri, on June 9, 2006.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-5429 Filed 6-15-06; 8:45 am]

BILLING CODE 4910-13-P

# AIRWORTHINESS DIRECTIVE

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**2006-13-05 Pacific Aerospace Corporation Ltd.:** Amendment 39-14658; Docket No. FAA-2006-23579; Directorate Identifier 2006-CE-02-AD.

## Effective Date

- (a) This AD becomes effective on July 31, 2006.

## Affected ADs

- (b) This AD supersedes AD 2005-26-53; Amendment 39-14451.

## Applicability

- (c) This AD affects Model 750XL airplanes, serial numbers 101, 102, 104 through 120, and 125, that are certificated in any category.

## Unsafe Condition

(d) This AD is the result of some critical rivets on the wing not being fully age-hardened and being installed in specific locations where reduction in rivet strength reduces wing strength. The actions specified in this AD are intended to ensure wing ultimate load requirements are met. If wing ultimate load requirements are not met, wing failure could result with consequent loss of control of the airplane.

## Compliance

- (e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Insert the following information into the Limitations Section of the Airplane Flight Manual (AFM). You may do this by inserting a copy of this AD into the Limitations Section of the AFM. "The maximum takeoff weight is reduced from 7,500 pounds to 7,125 pounds".	Before further flight after January 16, 2006 (the effective date of AD 2005-26-53), except for those who received emergency AD 2005-26-53, issued December 22, 2005, unless already done. Emergency AD 2005-26-53 continued the requirements of AD 2005-26-53 and became effective immediately upon receipt.	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may do the flight manual changes requirement of this AD. Make an entry in the aircraft records showing compliance with this portion of the AD following section 43.9 of the Federal Aviation Regulations (14 CFR 43.9).

Actions	Compliance	Procedures
(2) Remove rivets, part number (P/N) MS20470 DD6, and replace with bolts, P/N NAS 6203-7X or NAS 6203-6X; washers, P/N AN960-10; and nuts, P/N MS21044N3.	Within 100 hours time-in-service after the effective date of this AD.	Following Pacific Aerospace Corporation Ltd. Service Bulletin PACSB/XL/018 Issue 3, issued December 23, 2005, and amended January 16, 2006.
(3) Remove the restrictive information from the Limitations Section of the AFM that you were required to insert in paragraph (e)(1) of this AD.	After doing the action required in paragraph (e)(2) of this AD.	The owner/operator holding at least a private pilot certificate as authorized by section 43.7 of the Federal Aviation Regulations (14 CFR 43.7) may do the flight manual changes requirement of this AD.

### Alternative Methods of Compliance (AMOCs)

(f) The Manager, Standards Office, Small Airplane Directorate, FAA, ATTN: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; facsimile: (816) 329-4090 has the authority to approve alternative methods of compliance (AMOCs) for this AD, if requested using the procedures found in 14 CFR 39.19.

(g) AMOCs approved for AD 2005-26-53 are approved for this AD.

### Related Information

(h) New Zealand AD No. DCA/750XL/7A, dated December 24, 2005 also addresses the subject of this AD.

### Material Incorporated by Reference

(i) You must do the actions required by this AD following the instructions in Pacific Aerospace Corporation Ltd. Service Bulletin No. PACSB/XL/018 Issue 3, issued December 23, 2005, amended January 16, 2006. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact Pacific Aerospace Corporation Ltd., Hamilton Airport, Private Bag HN3027, Hamilton, New Zealand; telephone: (64) 7-843-6144; facsimile: (64) 7-843-6134. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html) or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2006-23579; Directorate Identifier 2006-CE-02-AD.

Issued in Kansas City, Missouri, on June 12, 2006.

James E. Jackson,  
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. 06-5529 Filed 6-20-06; 8:45 am]

# AIRWORTHINESS DIRECTIVE

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**2006-13-06 Rolls-Royce Corporation (formerly Allison Engine Company, Allison Gas Turbine Division, and Detroit Diesel Allison):** Amendment 39-14659. Docket No. FAA-2005-22594; Directorate Identifier 2005-NE-28-AD.

## Effective Date

(a) This airworthiness directive (AD) becomes effective July 26, 2006.

## Affected ADs

(b) None.

## Applicability

(c) This AD applies to Rolls-Royce Corporation (formerly Allison Engine Company, Allison Gas Turbine Division, and Detroit Diesel Allison) 250-B17, -B17B, -B17C, -B17D, -B17E, -B17F, -B17F/1, -B17F/2, 250-C18, -C20, -C20B, -C20F, -C20J, -C20R, -C20R/1, -C20R/2, -C20R/4, -C20S, and "C20W series turboprop and turboshaft engines with the gas producer rotor assembly tie bolt part numbers (P/Ns) listed in the following Table 1, installed:

**TABLE 1.—AFFECTED GAS PRODUCER ROTOR ASSEMBLY TIE BOLTS**

<b>Manufacturer</b>	<b>Affected part numbers</b>
EXTEX Ltd. (EXTEX)	A23008020 and E23008020
Rolls-Royce Corporation (RRC)	23008020, 6843388 and 6876991
Superior Air Parts Inc. (SAP)	A23008020
Pacific Sky Supply Inc	23008020P

These engines are installed on, but not limited to, aircraft in the following Table 2:

**TABLE 2.—APPLICABLE AIRCRAFT**

<b>Helicopter</b>	<b>Models</b>
Agusta	A109, A109A, A109A II, A109C.
Arrow Falcon Exporters	OH-58A+ and OH-58C.
Bell Textron	206A, 206B, 206L.
Enstrom	TH-28, 480, 480B.
Eurocopter France	AS355E, AS355F, AS355F1, AS355F2.
Eurocopter Deutschland	BO-105A, BO-105C, BO-105S.
FH-1100 Manufacturing Corp.	FH-1100.
Garlick	OH-58A + OH-58C.
McDonnell Douglas Company	369D, 369E, 369F, 369H, 369HM, 369HS, 369HE, 500N.
San Joaquin	OH-58A+ and OH-58C.
Schweizer	269D.

<b>Aircraft</b>	<b>Models</b>
B-N Group Ltd.	BN-2T and BN-2T-4R.
SIAI Marchetti s.r.l.	SF600, SF600A.

### **Unsafe Condition**

(d) This AD results from eleven reports of RRC tie bolt failure due to high-cycle-fatigue. We are issuing this AD to prevent tie bolt failure that could cause loss of engine power, resulting in a first stage turbine wheel overspeed and an uncontained engine failure.

### **Compliance**

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

### **Remove Gas Producer Rotor Assembly Tie Bolts**

(f) Remove the P/N gas producer rotor assembly tie bolts listed in Table 1 of this AD from service the next time they are disassembled for any reason, or by October 31, 2011, whichever occurs first, and replace with tie bolts with P/Ns that are not listed in Table 1 of this AD.

(g) After the effective date of this AD, do not install any gas producer rotor assembly tie bolt P/Ns listed in Table 1 of this AD in any RRC 250-B and 250-C Series turboprop and turboshaft engines.

### **Alternative Methods of Compliance**

(h) The Manager, Los Angeles Aircraft Certification Office, has the authority to approve alternative methods of compliance for EXTEX, and Pacific Sky Supply Inc. gas producer rotor assembly tie bolts addressed in this AD, if requested, using the procedures found in 14 CFR 39.19. The Manager, Chicago Aircraft Certification Office, has the authority to approve alternative methods of compliance for RRC gas producer rotor assembly tie bolts addressed in this AD, if requested, using the procedures found in 14 CFR 39.19. The Manager, Southwest Special Certification Office, has the authority to approve alternative methods of compliance for SAP gas producer rotor assembly tie bolts addressed in this AD, if requested, using the procedures found in 14 CFR 39.19.

### **Related Information**

(i) RRC Commercial Engine Bulletin (CEB) CEB A-304, CEB A-1371, CEB A-72-4076, TP CEB A-176, TP CEB A-1319, TP CEB A-72-2027, Revision N/C, dated May 23, 2005, and EXTEX Service Bulletin T-090, Revision N/C, dated May 23, 2005, pertain to the subject of this AD.

Issued in Burlington, Massachusetts, on June 14, 2006.  
Francis A. Favara,  
Manager, Engine and Propeller Directorate, Aircraft Certification Service.  
[FR Doc. 06-5547 Filed 6-20-06; 8:45 am]

# AIRWORTHINESS DIRECTIVE

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**2006-13-11 Pilatus Aircraft Ltd.:** Amendment 39-14664; Docket No. FAA-2006-24090;  
Directorate Identifier 2006-CE-16-AD.

## Effective Date

- (a) This AD becomes effective on August 7, 2006.

## Affected ADs

- (b) This AD supersedes AD 2002-21-08, Amendment 39-12914.

## Applicability

(c) This AD affects the following Models PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2 airplanes and serial numbers that are certificated in any category:

- (1) Group 1 (maintains the actions from AD 2002-21-08): All manufacturer serial numbers (MSN) up to and including 939.  
(2) Group 2: MSN 2001 through 2092.

**Note:** These airplanes are also identified as Fairchild Republic Company PC-6 airplanes, Fairchild Heli Porter PC-6 airplanes, or Fairchild-Hiller Corporation PC-6 airplanes.

## Unsafe Condition

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Switzerland that requires the actions of AD 2002-21-08 for the added MSN 2001 through 2092 for all the models of the PC-6 airplanes listed in the type certificate data sheet of Type Certificate (TC) No. 7A15. We are issuing this AD to correct improper aileron assembly configuration, which could result in failure of the aileron mass balance weight. Such failure could lead to loss of control of the airplane.

## Compliance

- (e) To address this problem, you must do the following:

<b>Actions</b>	<b>Compliance</b>	<b>Procedures</b>
(1) Inspect the aileron assembly for proper configuration.	(i) For Group 1 Airplanes: Within the next 30 days after December 6, 2002 (the effective date of AD 2002-21-08), unless already done. (ii) For Group 2 Airplanes: Within the next 30 days after August 7, 2006 (the effective date of this AD), unless already done.	Follow Pilatus Service Bulletin No. 62B, dated May 1967, as specified in Pilatus PC-6 Service Bulletin No. 57-001, dated December 20, 2001.
(2) If the aileron assembly configuration incorporates aileron part number (P/N) 6106.10.xxx or P/N 6106.0010.xxx, modify the assembly following Pilatus Service Bulletin No. 62B, dated May 1967, and install a placard.	<i>For All Airplanes:</i> Before further flight after the inspection required in paragraph (e)(1) of this AD, unless already done.	Follow Pilatus Service Bulletin No. 62B, dated May 1967, as specified in Pilatus PC-6 Service Bulletin No. 57-001, dated December 20, 2001.
(3) If the aileron assembly configuration differs from that specified in Pilatus Service Bulletin No. 62B, dated May 1967, or if the part numbers are missing and cannot be verified: (i) Obtain a repair scheme from the manufacturer through the FAA at the address specified in paragraph (f) of this AD; and (ii) Incorporate this repair scheme.	<i>For All Airplanes:</i> Before further flight after the inspection required in paragraph (e)(1) of this AD, unless already done.	Follow Pilatus PC-6 Service Bulletin No. 57-001, dated December 20, 2001.
(4) Do not install any aileron assembly unless the inspection, modification, placard, and repair requirements (as applicable) of paragraphs (e)(1), (e)(2), (e)(3), (e)(3)(i), and (e)(3)(ii) of this AD are done.	(i) For Group 1 Airplanes: As of December 6, 2002 (the effective date of AD 2002-21-08). (ii) For Group 2 Airplanes: As of August 7, 2006 (the effective date of this AD).	Follow Pilatus PC-6 Service Bulletin No. 57-001, dated December 20, 2001.

### **Alternative Methods of Compliance (AMOCs)**

(f) The Manager, Standards Office, ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(g) AMOCs approved for AD 2002-21-08 are approved for this AD.

### **Related Information**

(h) Swiss Airworthiness Directive Number HB 2005-289, effective date August 23, 2005, also addresses the subject of this AD.

## Material Incorporated by Reference

(i) You must do the actions required by this AD following the instructions in Pilatus Service Bulletin No. 62B, dated May 1967, and Pilatus Service Bulletin No. 57-001, dated December 20, 2001.

(1) As of December 6, 2002 (67 FR 64520, October 21, 2002), the Director of the Federal Register previously approved the incorporation by reference of Pilatus Service Bulletin No. 62B, dated May 1967, and Pilatus Service Bulletin No. 57-001, dated December 20, 2001, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) To get a copy of this service information, contact Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 63 19; facsimile: +41 41 619 6224. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to: [http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html) or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2006-24090; Directorate Identifier 2006-CE-16-AD.

Issued in Kansas City, Missouri, on June 13, 2006.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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# AIRWORTHINESS DIRECTIVE

[www.faa.gov/aircraft/safety/alerts/](http://www.faa.gov/aircraft/safety/alerts/)  
[www.gpoaccess.gov/fr/advanced.html](http://www.gpoaccess.gov/fr/advanced.html)

U.S. Department  
of Transportation  
**Federal Aviation  
Administration**



**2006-13-12 Pilatus Aircraft Ltd.:** Amendment 39-14665; Docket No. FAA-2006-24091;  
Directorate Identifier 2006-CE-17-AD.

## Effective Date

- (a) This AD becomes effective on August 7, 2006.

## Affected ADs

- (b) This AD supersedes AD 98-12-01, Amendment 39-10558.

## Applicability

(c) This AD affects the following Models: PC-6, PC-6-H1, PC-6-H2, PC-6/350, PC-6/350-H1, PC-6/350-H2, PC-6/A, PC-6/A-H1, PC-6/A-H2, PC-6/B-H2, PC-6/B1-H2, PC-6/B2-H2, PC-6/B2-H4, PC-6/C-H2, and PC-6/C1-H2 airplanes that are equipped with turbo-prop engines and certificated in any category:

- (1) Group 1 (maintains the actions from AD 98-12-01): All manufacturer serial numbers (MSN) up to and including 915.  
(2) Group 2: MSN 2001 through 2092.

**Note:** These airplanes are also identified as Fairchild Republic Company PC-6 airplanes, Fairchild Heli Porter PC-6 airplanes, or Fairchild-Hiller Corporation PC-6 airplanes.

## Unsafe Condition

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Switzerland that requires the actions of AD 98-12-01 for the added MSN 2001 through 2092 for all the models of the PC-6 airplanes listed in the type certificate data sheet of Type Certificate (TC) No. 7A15. We are issuing this AD to prevent engine fuel starvation during maximum climb and descent caused by poor fuel tank venting with low fuel levels, which could result in a loss of engine power during critical phases of flight.

## Compliance

- (e) To address this problem, you must do the following:

Actions	Compliance	Procedures
(1) Modify the fuel system to improve the venting between the collector tank, the main wing tanks, and the engine.	(i) For Group 1 Airplanes: Within the next 3 calendar months after July 13, 1998 (the effective date of AD 98-12-01), unless already done. (ii) For Group 2 Airplanes: Within the next 3 calendar months after August 7, 2006 (the effective date of this AD, unless already done.	Follow Pilatus PC-6 Service Bulletin No. PC-6-SB-171, dated October 18, 1995.
(2) Do not install any collector tank or fuel vent system unless the modification requirements of paragraph (e)(1) are done.	For all airplanes: As of August 7, 2006 (the effective date of this AD).	Follow Pilatus PC-6 Service Bulletin No. PC-6-SB-171, dated October 18, 1995.

### Alternative Methods of Compliance (AMOCs)

(f) The Manager, Standards Office, ATTN: Doug Rudolph, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4059; facsimile: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(g) AMOCs approved for AD 98-12-01 are approved for this AD.

### Related Information

(h) Swiss AD Number HB 2005-289, effective date August 23, 2005, also addresses the subject of this AD.

### Material Incorporated by Reference

(i) You must do the actions required by this AD following the instructions in Pilatus PC-6 Service Bulletin No. PC-6-SB-171, dated October 18, 1995.

(1) As of July 13, 1998 (63 FR 30370, June 4, 1998), the Director of the Federal Register previously approved the incorporation by reference of Pilatus Service Bulletin No. PC-6-SB-171, dated October 18, 1995, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) To get a copy of this service information, contact Pilatus Aircraft Ltd., Customer Liaison Manager, CH-6371 Stans, Switzerland; telephone: +41 41 619 63 19; facsimile: +41 41 619 6224. To review copies of this service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, go to:

[http://www.archives.gov/federal\\_register/code\\_of\\_federal\\_regulations/ibr\\_locations.html](http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html) or call (202) 741-6030. To view the AD docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001 or on the Internet at <http://dms.dot.gov>. The docket number is FAA-2006-24091; Directorate Identifier 2006-CE-17-AD.

Issued in Kansas City, Missouri, on June 14, 2006.

James E. Jackson,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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