



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

**BIWEEKLY 2007-08**

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U.S. Department of Transportation  
Federal Aviation Administration  
Regulatory Support Division  
Delegation and Airworthiness Programs Branch, AIR-140  
P. O. Box 26460  
Oklahoma City, OK 73125-0460  
FAX 405-954-4104



## SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

AD No.	Information	Manufacturer	Applicability
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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

### Biweekly 2007-01

2006-26-03		Alpha Aviation Design Limited	R2160
2006-26-07		Turbomeca	Engine: Arrius 2B1, 2B1A, and 2B2 turboshaft
2006-26-08		Raytheon Aircraft Company	390

### Biweekly 2007-02

2007-01-03		Stemme GMBH & Co. KG	Gliders: S10-VT
2007-01-04		Turbomeca	Engine: Artouste III B and III B1 turboshaft
2007-01-05		Sikorsky Aircraft Corporation	Rotorcraft: S-61L, N, R, and NM
2007-01-06	S 2004-24-08	Bell Helicopter Textron Canada	Rotorcraft: 206A, B, L, L-1, L-3, and L-4

### Biweekly 2007-03

2007-02-04		SOCATA-Groupe Aerospatiale	TB 20 and TB 21
2007-02-08		EADS SOCATA	TBM 700
2007-02-11	S 2002-21-11	EXTRA Flugzeugproduktions- und Vertriebs-GmbH	EA-300, EA-300L, EA-300S, EA-300/200
2007-02-12		Reims Aviation	F406
2007-02-13		DORNIER LUFTFAHRT	228-212
2007-02-17		Turbomeca	Engine: Arriel -1A, -1A1, -1A2, -1B, -1B2, -1C, -1C1, -1C2, -1D, -1D, -1D1, -1K1, -1E, -1E2, -1S, and -1S1 series
2007-03-06		Pilatus Aircraft Limited	PC-12 and PC-12/45
2007-03-08		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
2007-03-14		Turbomeca	Engine: Arriel 2B1

### Biweekly 2007-04

2003-17-05R1	R 2003-17-05	Short Brothers	SC-7 series 2 and SC-7 series 3
2004-23-02	COR	Raytheon	65, 90, 99, 100, 200, 1900, 70, and 300
2005-17-17 R1	R 2005-17-17	Turbomeca S.A.	Engine: Arrius 2F turboshaft
2007-03-16		EADS Socata	TBM 700
2007-03-17		EADS Socata	TBM 700
2007-03-20		Turbomeca S.A.	Engine: Makila 1A and 1A1 turboshaft
2007-04-01		Pacific Aerospace	750XL
2007-04-02		CTRM Aviation Sdn.	Eagle 150B
2007-04-08		EADS	TBM 700
2007-04-12		Gippsland Aeronautics Pty.	GA8
2007-04-13		EADS	TBM 700
2007-04-51	E	General Electric Aircraft Engines	Engine: CF34-3A1/-3B/-3B1
2007-05-51	E	MD Helicopters Inc.	MD600N

### Biweekly 2007-05

2007-04-19		Superior Air Parts, Inc.	Appliance: Cast cylinder assemblies
2007-04-25		Alpha Aviation Design	R2160

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### Biweekly 2007-06

2007-04-01	COR	Pacific Aerospace Corporation Ltd	750XL
2007-05-03		Alpha Aviation Design Limited	R2160
2007-05-04		Mooney Airplane Company, Inc	M20M and M20R
2007-05-05		SOCATA-Groupe AEROSPATIALE	M.S. 760, M.S. 760 A, and M.S. 760 B
2007-05-09		REIMS AVIATION S.A	F406
2007-05-10		Cessna Aircraft Company	172R, 172S, 182S, 182T, T182T, 206H, T206H
2007-05-15	S 2005-20-04	Teledyne Continental Motors	Engine: GTSIO-520 series reciprocating
2007-05-18		EADS SOCATA	TBM 700
2007-05-19		Glasflugel	Sailplane: H 301 "Libelle," H 301B "Libelle," Standard "Libelle," and Standard Libelle-201B
2007-05-20		Microturbo	Appliance: Auxiliary Power Units (APU)
2007-06-01		Raytheon Aircraft Company	Beech 45 (YT-34), A45 (T34A, B-45), D45 (T-34B)
2007-06-04		EADS SOCATA	TBM 700
2007-06-06		B-N Group Ltd	BN-2, BN-2A, BN-2B, BN-2T, and BN-2T-4R Series
2007-06-07		Raytheon Aircraft Company	58 and G58
2007-06-08		PZL-Bielsko	Glider: SZD-50-3 "Puchacz"
2007-06-11		EADS SOCATA	TBM 700
2007-06-14		EADS SOCATA	TBM 700

### Biweekly 2007-07

2006-26-51	FR	Eurocopter Deutschland GmbH	Rotorcraft: MBB-BK 117 C-2
2007-06-01	COR	Raytheon	Beech 45 (YT-34), A45 (T34A, B-45), D45 (T-34B)
2007-06-15		Eurocopter France	Rotorcraft: AS350B, AS350B1, AS350B2, AS350B3, AS350BA, AS350C, AS350D, and AS350D1
2007-06-16		Alpha Aviation Design Limited	R2160

### Biweekly 2007-08

2007-04-19 R1	R 2007-04-19	Superior Air Parts, Inc	Appliance: Cylinder assemblies
2007-06-01 R1	R 2007-06-01	Raytheon	Beech 45 (YT-34), A45 (T34A, B-45), D45 (T-34B)
2007-07-06		Columbia Aircraft Manufacturing	LC40-550FG, LC41-550FG, LC42-550FG
2007-08-02		Hartzell Propeller Inc.	Propeller: HC-E4A-3( )/E10950( )
2007-08-03		Cessna	172R, 172S, 182T, T182T, 206H, T206H
2007-08-04		McCauley Propeller	Propeller: 3A32C406/82NDB-X and D3A32C409/82NDB-X
2007-08-06		British Aerospace Regional Aircraft	HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201
2007-08-07		LATINOAMERICANA DE AVIACIÓN	PA-25, PA-25-235, and PA-25-260,



**2007-04-19R1 Superior Air Parts, Inc.:** Amendment 39-15005. Docket No. FAA-2006-25948; Directorate Identifier 2006-NE-32-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective May 7, 2007.

**Affected ADs**

(b) This AD revises AD 2007-04-19.

**Applicability**

(c) This AD applies to Superior Air Parts, Inc. (SAP), cylinder assemblies, manufactured between April 2005 and November 2005, part numbers (P/Ns): SA47000L-A1, SA47000L-A20P, SA47000S-A1, SA47000S-A20P, SA47000S-A21P, SA52000-A1, SA52000-A20P, SA52000-A21P, SA52000-A22P, SA52000-A23P, SA55000-A1, and SA55000-A20P, installed in Teledyne Continental Motors (TCM) 470, 520, and 550 series reciprocating engines. These P/N cylinder assemblies may be installed in the TCM engine models listed in the following Table 1.

**Table 1 – Affected Teledyne Continental Engine Models**

<b>Engine Model</b>	
O-470	-G, -K, -L, -M, -P, -R, -S, -U
IO-470	-C, -D, -E, -F, -G, -H, -L, -M, -N, -P, -R, -S, -U, -V
IO-520	- A, B, BA, C, CB, D, E, F, J, K, L, M, BB, MB
TSIO-520	- AF, B, BB, C, CE, D, DB, E, EB, G, H, J, JB, K, KB, L, LB, M, N, NB, P, R, T, UB, VB, WB
IO-550	- A, B, C, D, E, F, L

These engine models are installed in, but not limited to, the aircraft models listed in the following Table 2:

**Table 2 – Teledyne Continental Motors-related Aircraft Models**

<b>Engine Model</b>	<b>Aircraft Manufacturer</b>	<b>Aircraft Model Designation</b>
IO-470-C	Beechcraft	J, K, M35
IO-470-D	Cessna	310 G & H
IO-470-D	Rockwell	200 A, B, & C
IO-470-E	Cessna	210 & A
IO-470-F	Bellanca	14-19-3
IO-470-F	Cessna	185
IO-470-H	Sierra Hotel Aero, Inc. (Navion)	Navion F & G (Rangemaster)
IO-470-L	Beechcraft	B55 Baron
IO-470-M	Gulfstream	500 A
IO-470-N	Beechcraft	N & P
IO-470-N	Beechcraft	G33
IO-470-S	Cessna	210 B & C
IO-470-S	Cessna	205
IO-470-U	Cessna	310 I & J
IO-470-V/VO	Cessna	310K, L, N, P & Q
IO-520-A	Cessna	210 D, E, F, G, & H
IO-520-A	Cessna	206
IO-520-A	Cessna	P206
IO-520-A	Rockwell	200 D
IO-520-B	Beechcraft	36 Bonanza
IO-520-B	Beechcraft	A36
IO-520-B	Sierra Hotel Aero, Inc. (Navion)	Navion H
IO-520-BA	Beechcraft	A36
IO-520-BA	Beechcraft	S & V35, V35A, V35B
IO-520-BA	Beechcraft	C33 A
IO-520-BA	Beechcraft	E33 A & C

IO-520-BA	Beechcraft	F33 A & C
IO-520-BA	Sierra Hotel Aero, Inc.	Navion G (Rangemaster)
IO-520-BA	Sierra Hotel Aero, Inc.	Navion H
IO-520-BB	Beechcraft	A36
IO-520-BB	Beechcraft	V35B
IO-520-BB	Beechcraft	F33 A
IO-520-C & CB	Beechcraft	C55 - E55 Baron
IO-520-D	Bellanca	17-30 Viking
IO-520-D	Cessna	A188-300 AG Truck
IO-520-D	Cessna	185
IO-520-E	(Cessna 310)	Exec 600
IO-520-E	(Beech Baron)	Pres 600
IO-520-F	Cessna	207
IO-520-F	Cessna	U206
IO-520-K	Bellanca	17-30A
IO-520-L	Cessna	210 K, L, M, N & R
IO-520-L	Cessna	210N II
IO-520-L	Cessna	210R
IO-520-M	Cessna	310R
IO-520-MB	Cessna	310R
IO-550-A	Cessna	310 Conversion
IO-550-B	Beechcraft	A36
IO-550-B	(Beech Bonanza)	Foxstar
IO-550-C	Beechcraft	58 Baron
IO-550-D	Cessna	185/188 Conversion
IO-550-E	Cessna	310 Conversion
IO550-F	Cessna	206/207 Conversion
IO-550-L	Cessna	210 Conversion
O-470-M	Cessna	310
O-470-G	Beechcraft	H35

O-470-K	Bellanca	14-19-2
O-470-K	Cessna	180 (230 HP)
O-470-L	Cessna	182
O-470-L	Cessna	180D
O-470-M	Cessna	310 B
O-470-P	Sierra Hotel Aero, Inc. (Navion)	Navion
O-470-R	Cessna	188-230
O-470-R	Cessna	182
O-470-R	Cessna	180 E-J
O-470-S	Cessna	182
O-470-U	Cessna	182
O-470-U	Cessna	180 K
TSIO-520-AF	Cessna	P210N II
TSIO-520-B	Cessna	320D, E & F
TSIO-520-B	Cessna	T310-Q & R
TSIO-520-BB	Cessna	T310R
TSIO-520-BE	Piper	PA-46-310 Malibu
TSIO-520-C	Cessna	T210 F, G, & H
TSIO-520-C	Cessna	TU206
TSIO-520-C	Cessna	TP206
TSIO-520-C&CB	Beechcraft	58 Baron
TSIO-520-CE	Cessna	T210R
TSIO-520-CF	Cessna	P210R
TSIO-520-D	Beechcraft	V35, V35A, V35B-TC
TSIO-520-E	Cessna	402, A & B
TSIO-520-E	Cessna	401, A & B
TSIO-520-EB	Cessna	335
TSIO-520-G	Cessna	T207
TSIO-520-H	Cessna	T210 J, K & L
TSIO-520-J	Cessna	210 J

TSIO-520-J	Cessna	414
TSIO-520-J	Riley Conversions	340 Super Riley
TSIO-520-L&LB	Beechcraft	58P Baron
TSIO-520-L&LB	Beechcraft	58TC Baron
TSIO-520-M	Cessna	T207
TSIO-520-M	Cessna	TU206
TSIO-520-N	Cessna	414-II Chancellor
TSIO-520-N	Cessna	340
TSIO-520-NB	Cessna	414-II
TSIO-520-NB	Cessna	340
TSIO-520-P	Cessna	P210N
TSIO-520-R	Cessna	T210 M
TSIO-520-R	Cessna	T210N II
TSIO-520-T	Cessna	T188C AG Husky
TSIO-520-UB	Beechcraft	A36TC Bonanza
TSIO-520-UB	Beechcraft	B36TC
TSIO-520-VB	Cessna	402 C
TSIO-520-WB	Beechcraft	58P Baron
TSIO-520-WB	Beechcraft	58TC Baron

This AD also applies to SAP, cast cylinder assemblies, P/Ns SL32000W-A1, SL32000W-A20P, SL32000W-A21P, SL32000WH-A1, SL32000WH-A20P, SL32006W-A1, SL32006W-A20P, SL32006W-A21P, SL36000TW-A1, SL36000TW-A20P, SL36000TW-A21P, SL36000TW-A22P, SL36000W-A1, SL36000W-A20P, SL36000W-A21P, SL36006W-A1, SL36006W-A20P, and SL36006W-A21P, installed in Lycoming Engines (LE) 320, 360, and 540 series reciprocating engines and Avco Lycoming 540 series reciprocating engines. These P/N cylinder assemblies may be installed in the LE and AL engine models listed in the following Table 3.

**Table 3 – Affected Lycoming Engines and Avco Lycoming Engine Models**

<b>Engine Model</b>	
<b>O-320</b>	-A, -B, -C, -D, -E, H
<b>IO-320</b>	-B, -D, -E
<b>LIO-320</b>	-B
<b>AIO-320</b>	-A, -B, -C

<b>AEIO-320</b>	-D, -E
<b>O-360</b>	-A, -B, -C, -D, -F, -G, -J
<b>IO-360</b>	-B, -L, -M
<b>LO-360</b>	-A
<b>AEIO-360</b>	-B, -H
<b>HO-360</b>	-C
<b>HIO-360</b>	-B
<b>O-540</b>	-A, -B, -E, -F, -G, -H, -J
<b>IO-540</b>	-A, -C, -D, -N, -T, -V, -W
<b>AEIO-540</b>	-D

These engine models are installed in, but not limited to, the aircraft models listed in the following Table 4:

**Table 4 –Lycoming Engines and Avco Lycoming-related Aircraft Models**

<b>Engine Model</b>	<b>Aircraft Manufacturer</b>	<b>Aircraft Model Designation</b>
O-320-A	Mooney Aircraft	Mark 20A
O-320-A1A	Piper Aircraft	PA-23-150 Apache
O-320-A1A	Piper Aircraft	PA-22-150 Tri-Pacer
O-320-A1A	Piper Aircraft	PA-22S-150 Tri-Pacer
O-320-A1A	Piper Aircraft	PA-25 Pawnee
O-320-A1A	Doyme Aircraft	Doyn-Cessna 170,170A,170B
O-320-A1A	Dinfia	Ranquel 1A-46
O-320-A1A	Simmering-Graz Pauker	Flamingo SGP-M-222
O-320-A1A	Aviamilano	Scricciolo P-19
O-320-A1A	Vos Helicopter Co.	Spring Bok
O-320-A1A	Mooney Aircraft	Mark 20A
O-320-A1B	Piper Aircraft	PA-22-150 Tri-Pacer
O-320-A1B	Piper Aircraft	PA-22S-150 Tri-Pacer
O-320-A1B	Piper Aircraft	PA-23 Apache
O-320-A1B	Doyme Aircraft	Doyn-Cessna 170,170A,170B
O-320-A1B	S.O.C.A.T.A	Horizon (Gardan)
O-320-A2A	Piper Aircraft	PA-22-150

O-320-A2A	Piper Aircraft	PA-22S-150
O-320-A2A	Piper Aircraft	Agriculture PA-18A-150
O-320-A2A	Piper Aircraft	Super Cub PA-18-150
O-320-A2A	Piper Aircraft	Caribbean PA-22-150
O-320-A2A	Piper Aircraft	PA-25 Pawnee
O-320-A2A	Lake Aircraft	Colonial C1
O-320-A2A	Intermountain Mfg. Co.	Call Air Texas A-5, A-5T
O-320-A2A	Rawdon Bros.	Rawdon T-1, T-15, T-15D
O-320-A2A	Shinn Engineering	Shinn 2150-A
O-320-A2A	Dinfia	Ranquel 1A-46
O-320-A2A	Neiva	1PD-5802
O-320-A2A	Sud	Gardan-Horizon (GY-80)
O-320-A2A	La Verda	Falco F8L Series II, America
O-320-A2A	Malmo	Vipan MF1-10
O-320-A2A	Kingsford Smith	Autocrat SCRM-153
O-320-A2B	Aero Commander	100
O-320-A2B	Piper Aircraft	PA-22-150
O-320-A2B	Piper Aircraft	PA-22S-150
O-320-A2B	Piper Aircraft	Cherokee PA-28-150
O-320-A2B	Piper Aircraft	Super Cub PA-18-150
O-320-A2B	Champion Aircraft	Challenger 7GCA, 7GCB, 7KC
O-320-A2B	Champion Aircraft	Citabria 7GCAA, 7GCRC
O-320-A2B	Champion Aircraft	Agriculture 7GCBA
O-320-A2B	Beagle	Pup 150
O-320-A2B	Arctic	Interstate S1B2
O-320-A2B	Robinson Helicopters	R-22
O-320-A2C	Robinson Helicopters	R-22
O-320-A2C	Varga	Kachina 2150a
O-320-A2C	Cicare	Cicare AG
O-320-A2D	Bellanca Aircraft	Citabria 150 (7GCAA)

O-320-A2D	Bellanca Aircraft	Citabria 150S (7GCBC)
O-320-A2D	Bellanca	Citabria 150S (7G(.HU)
O-320-A2F	Cessna Aircraft	177A
O-320-A3A	Piper Aircraft	Apache PA-23
O-320-A3A	Doyn Aircraft	Doyn-Cessna 170, 170A, 170B
O-320-A3A	Corben-Fettes	Globe Special (Globe GC-1B)
O-320-A3B	Piper Aircraft	Apache PA-23
O-320-A3B	Doyn Aircraft	Doyn-Cessna 170, 170A, 170B
O-320-A3B	Teal II	TSC 1A2
O-320-B1A	Piper Aircraft	Apache PA-23-160
O-320-B1A	Doyn Aircraft	Doyn-Cessna 170, 170A, 170B
O-320-B1A	Malmo	Vipan MF1-10
O-320-B1B	Piper Aircraft	Apache PA-23-160
O-320-B1B	Doyn Aircraft	Doyn-Cessna 170, 170A, 170B
O-320-B2A	Piper Aircraft	PA-22-160
O-320-B2A	Piper Aircraft	PA-22S-160
O-320-B2B	Piper Aircraft	PA-22-160
O-320-B2B	Piper Aircraft	PA-22S-160
O-320-B2B	Beagle	Airedale D5-160
O-320-B2B	Fuji-Heavy Industries	Fuji F-200
O-320-B2B	Uirapuru	Aerotec 122
O-320-B2C	Robinson Helicopters	R22-HP, Alpha, Beta
O-320-B2D	Maule	MX-7-160
O-320-B2E	Lycon	
O-320-B3A	Piper Aircraft	Apache PA-23-160
O-320-B3A	Doyn Aircraft	Doyn-Cessna 170, 170A, 170B
O-320-B3B	Piper Aircraft	PA-23-160 Apache
O-320-B3B	Doyn Aircraft	Doyn-Cessna 170, 170A, 170B
O-320-B3B	Sud	Gardan (GY8O-160)
O-320-C1A	Piper Aircraft	Apache PA-23-160

O-320-C1A	Riley Aircraft	Rayjay (Apache)
O-320-C1B	Piper Aircraft	Apache PA-23-160
O-320-C3A	Piper Aircraft	Apache PA-23-160
O-320-C3B	Piper Aircraft	Apache PA-23-160
O-320-D1A	Sud	Gardan (GY80)
O-320-D1A	Gyroflug	Speed Cancard
O-320-D1A	Grob	G115
O-320-D1D	Gulfstream	GA-7
O-320-D1F	Slingsby	T67 Firefly
O-320-D2A	Piper Aircraft	Cherokee PA-28S-160
O-320-D2A	Robin	Major DR400-140B
O-320-D2A	Robin	Chevalier DR-360, R-3140
O-320-D2A	S.O.C.A.T.A.	Tampico TB9
O-320-D2A	Slingsby	T67C Firefly
O-320-D2A	Daetwyler	MD-3-160
O-320-D2A	Nash Aircraft Ltd.	Petrel
O-320-D2A	Aviolight	P66D Delta
O-320-D2A	General Avia	Pinguino
O-320-D2B	Beechcraft	Musketeer A23
O-320-D2B	Piper Aircraft	Cherokee PA-28-160
O-320-D2J	Cessna	Skyhawk 172 P
O-320-D3G	Piper Aircraft	Cadet PA-28-161
O-320-D3G	Piper Aircraft	Warrior II
O-320-E1A	Grob	G115
O-320-E1C	M.B.B. (Messerschmitt-Boelkow-Blohm)	Monsun (BO-209-B)
O-320-E1F	M.B.B.	Monsun (BO-209-B)
O-320-E2A	Piper Aircraft	Cherokee PA-28-140
O-320-E2A	Piper Aircraft	Cherokee PA-28-150
O-320-E2A	Robin	Major (DR-340)
O-320-E2A	Robin	Sitar

O-320-E2A	Robin	Bagheera (GY-100-135)
O-320-E2A	S.O.C.A.T.A.	Super Rallye (MS-886)
O-320-E2A	S.O.C.A.T.A.	Rallye Commodore (MS-892)
O-320-E2A	Siai-Marchetti	S-202
O-320-E2A	F.F.A.	Bravo (AS-202/15)
O-320-E2A	Partenavia	Oscar (P66B)
O-320-E2A	Partenavia	Bucker (131 APM)
O-320-E2A	Aeromot	Paulistina P-56
O-320-E2A	Pezetel	Koliber 150
O-320-E2C	Beechcraft	Musketeer (B19)
O-320-E2C	Beechcraft	Musketeer III (M-23111)
O-320-E2C	M.B.B.	Monsoon (BO-209-B)
O-320-E2D	Beechcraft	B19 Sport
O-320-E2D	Cessna	177
O-320-E2D	Cessna	172 I – M
O-320-E2D	Piper Aircraft	PA-28-151
O-320-E2D	Piper Aircraft	PA-28-140
O-320-E2D	Cessna	Cardinal (172.1, 177)
O-320-E2F	M.B.B.	Monsoon (BO-209-B)
O-320-E2F	M.B.B.	Wassmer Pacific (WA-5 1)
O-320-E2G	Gulfstream	AA5 Traveler
O-320-E2G	Gulfstream	AA5A Cheetah
O-320-E3D	Beechcraft	B19 Sport
O-320-E3D	Piper Aircraft	Cherokee (140)
O-320-H2AD	Cessna	Skyhawk 172 N
O-320-H2AD	Partenavia	P-66C
O-320A2C	Varga	Kachina 2150
IO-320-B2A	Piper Aircraft	Twin Comanche (PA-30)
IO-320-B1C	Hi	
IO-320-B1C	Shear	

IO-320-B1C	Wing	
IO-320-B1D	Ted Smith Aircraft	Aerostar
IO-320-D1A	M.B.B.	Monsoon (BO-209-C)
IO-320-D1B	M.B.B.	Monsoon (BO-209-C)
IO-320-E1A	Champion	KCAB
IO-320-E1A	M.B.B.	Monsoon (BO-209-C)
IO-320-E1B	Bellanca Aircraft	
IO-320-E2A	Champion	7 KCAB
IO-320-E2A	Champion Aircraft	Citabria
IO-320-E2B	Bellanca Aircraft	
IO/LIO-320-B1A	Piper Aircraft	PA-30 Comanche (2)
IO/LIO-320-B1A	Piper Aircraft	Twin Comanche (PA-39)
AIO-320-B1 B	M.B.B.	Monsoon (BO-209-C)
AEIO-320-D1B	Slingsby	T67M Firefly
AEIO-320-D2B	Hindustan Aeronautics Ltd.	HT-2
AEIO-320-E1A	Bellanca Aircraft	
AEIO-320-E1A	Champion Aircraft	
AEIO-320-E1B	Bellanca Aircraft	
AEIO-320-E1B	Champion Aircraft	Decathlon (8KCAB-CS)
AEIO-320-E2B	Bellanca Aircraft	
AEIO-320-E2B	Champion Aircraft	Decathlon (8KCAB)
O-320-A1A	Riley Aircraft	Riley Twin
O-360-A1A	Beechcraft	Travel Air (95, B-95)
O-360-A1A	Piper Aircraft	Comanche (PA-24)
O-360-A1A	Intermountain Mfg. Co.	Call Air (A-6)
O-360-A1A	Lake Aircraft	Colonial (C-2, LA-4, 4A or 4P)
O-360-A1A	Doyn Aircraft	Doyn-Cessna (170B, 172, 172A, 172B)
O-360-A1A	Mooney Aircraft	Mark "20B" (M-20B)
O-360-A1A	Earl Horton	Pawnee (Piper PA-25)

O-360-A1A	Dinfia	Ranquel (IA-51)
O-360-A1A	Neiva	(IPD-5901)
O-360-A1A	Regente	(N-591)
O-360-A1A	Wassmer	Super 4 (WA-50A)
O-360-A1A	Wassmer	Sancy (WA-40)
O-360-A1A	Wassmer	Baladou (WA-40)
O-360-A1A	Wassmer	Pariou (WA-40)
O-360-A1A	Sud	Gardan (GY-180)
O-360-A1A	Bolkow	(207)
O-360-A1A	Partenavia	Oscar (P-66)
O-360-A1A	Siai-Marchetti	(S-205)
O-360-A1A	Procaer	Picchio (F-15-A)
O-360-A1A	S.A.A.B.	Safir (91-D)
O-360-A1A	Malmo	Vipan (MF-10B)
O-360-A1A	Aero Boero	AB-180
O-360-A1A	Beagle	Airedale (A-109)
O-360-A1A	DeHavilland	Drover (DHA-3MK3)
O-360-A1A	Kingsford-Smith	Bushmaster (J5-6)
O-360-A1A	Aero Engine Service Ltd.	Victa (R-2)
O-360-A1AD	S.O.C.A.T.A.	Tabago TB-10
O-360-A1D	Piper Aircraft	Comanche (PA-24)
O-360-A1D	Lake Aircraft	Colonial (LA-4, 4A or 4P)
O-360-A1D	Doyn Aircraft	Doyn-Beech (Beech 95)
O-360-A1D	Mooney Aircraft	Master 21 (M-20E)
O-360-A1D	Mooney Aircraft	Mark 20B, 20D, (M2OB, M2OC)
O-360-A1D	Mooney Aircraft	Mooney Statesman (M-20G)
O-360-A1D	Dinfia	Querandi (IA-45)
O-360-A1D	Wassmer	(WA-50)
O-360-A1D	Malmo	Vipan (MFI-10)
O-360-A1D	Cessna Aircraft	Skyhawk

O-360-A1D	Doyn Aircraft	Doyn-Piper PA-23-160
O-360-AIF6	Cessna Aircraft	Cardinal
O-360-AIF6D	Cessna Aircraft	Cardinal 177
O-360-AIF6D	Teal III	TSC (1A3)
O-360-A1G6	Aero Commander	
O-360-A1G6D	Beech Aircraft	Duchess 76
O-360-AIH6	Piper Aircraft	Seminole (PA-44)
O-360-AI LD	Wassmer	Europa WA-52
O-360-AIP	Aviat	
O-360-AIP	Husky	
O-360-A2A	Center Est Aeronautique	Regente (DR-253)
O-360-A2A	S.O.C.A.T.A.	Rallie Commodore (MS-893)
O-360-A2A	Societe Aeronautique Normande	Mousquetaire (D-140)
O-360-A2A	Bolkow	Klemm (K1 -1 07C)
O-360-A2A	Partenavia	Oscar (P-66)
O-360-A2A	Beagle	Husky (D5-180) (J1-U)
O-360-A2D	Piper Aircraft	Comanche PA-24
O-360-A2D	Piper Aircraft	Cherokee C PA-28-180
O-360-A2D	Mooney Aircraft	Master 21 (M-20D)
O-360-A2D	Mooney Aircraft	Mark 21 (M-20E)
O-360-A2E	Std. Helicopter	
O-360-A2F	Aero Commander	Lark(100)
O-360-A2F	Cessna Aircraft	Cardinal
O-360-A2G	Beech Aircraft	Sport
O-360-A3A	C.A.A.R.P.S.A.N.	(M-23111)
O-360-A3A	Societe Aeronautique Normande	Jodel (D-140C)
O-360-A3A	Robin	Regent (DR400/180)
O-360-A3A	Robin	Remorqueur (DR400/180R)
O-360-A3A	Robin	R-3170

O-360-A3A	S.O.C.A.T.A.	Rallye 180GT
O-360-A3A	S.O.C.A.T.A.	Sportavia Sportsman (RS-180)
O-360-A3A	Norman Aerospace Co.	NAC-1 Freelance
O-360-A3A	Nash Aircraft Ltd.	Petre
O-360-A3AD	S.O.C.A.T.A.	TB-10
O-360-A3AD	Robin	Aiglon (R-1 180T)
O-360-A4A	Piper Aircraft	Cherokee "D" PA-28-180
O-360-A4D	Varga	Kachina
O-360-A4G	Beech Aircraft	Musketeer Custom III
O-360-A4K	Grumman American	Tiger
O-360-A4K	Beech Aircraft	Sundowner 180
O-360-A4M	Piper Aircraft	Archer II PA-28-18
O-360-A4M	Valmet	PIK-23
O-360-A4N	Cessna Aircraft	172 (Optional)
O-360-A4P	Penn Yan	Super Cub Conversion
O-360-A5AD	C. Itoh and Co.	Fuji FA-200
O-360-B2C	Seabird Aviation	SB7L
O-360-C1A	Intermountain Mfg. Co.	Call Air (A-6)
O-360-C1E	Bellanca Aircraft	Scout (8GCBC-CS)
O-360-C1F	Maule	Star Rocket MX-7-180
O-360-C1G	Christen	Husky (A-1)
O-360-C2B	Hughes Tool Co.	(269A)
O-360-C2D	Hughes Tool Co.	(269A)
O-360-C2E	Hughes Tool Co.	YHO-2HU Military
O-360-C2E	Bellanca Aircraft	Scout 8GCBC FP
O-360-C4F	Maule	MX-7-180A
O-360-C4P	Penn Van	Super Cub Conversion
O-360-F1A6	Cessna Aircraft	Cutlass RG
O-360-J2A	Robinson	R22
IO-360-B1A	Beech Aircraft	Travel-Air (B-95A)

IO-360-B1A	Doyn Aircraft	Doyn-Piper PA-23-200
IO-360-B1B	Beech Aircraft	Travel-Air (B-95B)
IO-360-B1B	Doyn Aircraft	Doyn-Piper PA-23-200
IO-360-B1B	Fuji	FA-200
IO-360-B1D	United Consultants	See-Bee
IO-360-BIE	Piper Aircraft	Arrow PA-28-180R
IO-360-BIF	Utva	75
IO-360-B2E	C.A.A.R.P.	C.A.P. (10)
IO-360-BIF6	Great Lakes	Trainer
IO-360-B1G6	American Blimp	Spector 42
IO-360-B2F6	Great Lakes	Trainer
LO-360-A1 G6D	Beech Aircraft	Duchess
LO-360-A1H6	Piper Aircraft	Seminole (PA-44)
IO-360-EIA	T.R. Smith Aircraft	Aerostar
IO-360-L2A	Cessna Aircraft	Skyhawk C-172
IO-360-M1A	Diamond Aircraft	DA-40
IO-360-M1B	Vans Aircraft	RV6, RV7, RV8
IO-360-M1B	Lancair	360
AIO-360-B1B	Moravan	Zim (Z-526-L)
AEIO-360-B1G6	Great Lakes	
AEIO-360-B2F	Mundry	CAP-10
AEIO-360-B4A	Pitts	S-1S
AEIO-360-HIA	Bellanca Aircraft	Super Decathlon (8KCAB-180)
AEIO-360-HIB	American Champion	Super Decathlon
HO-360-B1A	Hughes Tool Co.	269A
HO-360-B1B	Hughes Tool Co.	269A
HO-360-C1A	Schweizer	300C
HIO-360-A1A	Hughes Tool Co.	300
HIO-360-A1B	Silvercraft	
HIO-360-B1A	Hughes Tool Co.	Military 269-A-1

HIO-360-BIB	Hughes Tool Co.	269A
HIO-360-D1A	Hughes Tool Co.	269C, 300C
HIO-360-D1A	Schweizer	300C
HIO-360-E1AD	Enstrom Helicopter	F28C
HIO-360-E1BD	Enstrom Helicopter	F28C
HIO-360-F1AD	Enstrom Helicopter	Faicon F28F
HIO-360-F1AD	Enstrom Helicopter	Shark 280FX
HIO-360-F1AD	Enstrom Helicopter	Sentine F28F-P
HIO-360-G1A	Schweizer	CB
LHIO-360-C1A	Silvercraft	SH-4 Helicopter
LHIO-360-C1B	Silvercraft	SH-3 Helicopter
O-540-AIA	Rhein-Flugzeugbau	RF-1
O-540-AIA5	Piper Aircraft	Comanche PA-24-150
O-540-AIA5	Helio	Military H-250
O-540-AIA5	Yoeman Aviation	YA-1
O-540-A1B5	Piper Aircraft	Aztec PA-23-250
O-540-A1B5	Piper Aircraft	Comanche PA-24-250
O-540-AIC5	Piper Aircraft	Comanche PA-24-250
O-540-A1D	Found Bros.	FBA-2C
O-540-A1D	Dornier	DO-28-B1
O-540-AID5	Piper Aircraft	Aztec PA-23 -250
O-540-AID5	Piper Aircraft	Comanche PA-24-250
O-540-AID5	Piper Aircraft	Military Aztec U-1 1A
O-540-AID5	Dornier	DO-28
O-540-A2B	Aero Commander	500
O-540-A2B	Mld-States Mfg. Co.	Twin Courier 11-500, U-5
O-540-A3D5	Piper Aircraft	Navy Aztec PA-23-250
O-540-B1A5	Piper Aircraft	Apache PA-23-235
O-540-BIB5	Piper Aircraft	Cherokee PA-24-250
O-540-BIB5	Doyn Aircraft	Doyn-Piper PA-24-250

O-540-BID5	Wassmer	WA-421
O-540-B2B5	Piper Aircraft	Pawnee PA-24-235
O-540-B2B5	Piper Aircraft	Cherokee PA-28-235
O-540-B2B5	Piper Aircraft	Aztec PA-23-235
O-540-B2B5	Intermountain Mfg. Co.	Call Air A-9
O-540-B2B5	Rawdon Bros.	Rawdon T-1
O-540-B2B5	S.O.C.A.T.A.	Rallye 235CA
O-540-B2C5	Piper Aircraft	Pawnee PA-24-235
O-540-B4B5	Piper Aircraft	Cherokee PA-28-235
O-540-B4B5	Embraer	Corioca EMB-710
O-540-B4B5	S.O.C.A.T.A.	Rallye 235GT
O-540-B4B5	S.O.C.A.T.A.	Rallye 235C
O-540-B4B5	Maule	Star Racket MX-7-235
O-540-B4B5	Maule	Super Rocket M-6-235
O-540-B4B5	Maule	Super Std. Racket M-7-235
O-540-E4A5	Piper Aircraft	Comanche PA-24-260
O-540-E4A5	Aviamilano	Flamingo F-250
O-540-E4A5	Siai-Marcetti	SF-260, SF-208
O-540-E4B5	Britten-Norman	BN-2
	Piper Aircraft	Cherokee Six PA-32-260
O-540-E4C5	Pilatus Britten-Norman	Islander BN-2A-26
O-540-E4C5	Pilatus Britten-Norman	Islander BN-2A-27
O-540-E4C5	Pilatus Britten-Norman	Islander II BN-2B-26
O-540-E4C5	Pilatus Britten-Norman	Islander BN-2A-2 1
O-540-E4C5	Pilatus Britten-Norman	Trislander BN-2A-Mark 111-2
O-540-F1B5	Omega Aircraft	BS-12D1
O-540-F1B5	Robinson	R-44
O-540-G1A5	Piper Aircraft	Pawnee PA-25-260
O-540-H1B5D	Aero Boero	260
O-540-H2A5	Embraer	Impanema "AG"

O-540-H2A5	Gippsland	GA-200
O-540-H2B5D	Aero Boero	260
O-540-J1A5D	Maule	Star Rocket MX-7-235
O-540-J1A5D	Maule	Super Rocket M-6-235
O-540-J1A5D	Maule	Super Std. Rocket M-7-235
O-540-J3A5	Robin	R-3000/235
O-540-J3A5D	Piper Aircraft	Dakota PA-28-236
O-540-J3C5D	Cessna Aircraft	Skylane RG
IO-540-A1A5	Doyn Aircraft	Doyn-Piper PA-23-250
IO-540-A1A5	Riley Aircraft	Rocket-Cessna 310
IO-540-A1A5	Dornier	DO-8-B 1
IO-540-A1A5	Siai-Marchetti	
IO-540-C1B5	Piper Aircraft	Aztec B PA-23-250
IO-540-C1B5	Piper Aircraft	Comanche PA-24-250
IO-540-C1C5	Riley Aircraft	Turbo-Rocket
IO-540-C4B5	Piper Aircraft	Aztec C PA-23-250
IO-540-C4B5	Piper Aircraft	Aztec F
IO-540-C4B5	Wassmer	WA4-2 1
IO-540-C4B5	Avions Pierre Robin	HR 100/250
IO-540-C4B5	Bellanca Aircraft	Aries T-250
IO-540-C4B5	Aerofab	Renegade 250
IO-540-C4D5	S.O.C.A.T.A.	TB-20
IO-540-C4DSD	S.O.C.A.T.A.	Trinidad TB-20
IO-540-D4A5	Piper Aircraft	Comanche PA-24-260
IO-540-D4A5	Siai-Marchetti	SF-260
IO-540-D4B5	Cerva	CE-43 Guepard
IO-540-E1A5	Aero Commander	500-E
IO-540-E1B5	Aero Commander	500-U
IO-540-E1B5	Shrike	500-S
IO-540-E1B5	Poeschel	P-300

IO-540-GIA5	Doyn Aircraft	Doyn-Piper PA-23-250
IO-540-GIA5	Riley Aircraft	Turbo-Aztec
IO-540-GIA5	DeHavilland	Heron Conversion
IO-540-GIB5	T.R. Smith Aircraft	Aerostar 600
IO-540-GIB5	Found Bros.	Centennial 100
IO-540-G1C5	Intermountain Mfg. Co.	Call Air 1AR821
IO-540-G1DS	Intermountain Mfg. Co.	IAR-822, IAR-826, IAR-823
IO-540-G1F5	Bellanca Aircraft	
IO-540-N 1A5	Piper Aircraft	Comanche 260
IO-540-T4A5D	General Aviation	Model 114
IO-540-T4B5	Commander	1 14B
IO-540-T4B5D	Rockwell	114
IO-540-T4C5D	Lake Aircraft	Seawolf
IO-540-WIA5	Maule	MX-7-235, MT-7-235, M7235
IO-540-W1A5D	Maule	Star Rocket MX-7-235
IO-540-W1A5D	Maule	Super Rocket M-6-235
IO-540-W1A5D	Maule	Super Std. Rocket M-7-235
IO-540-W3A5D	Schweizer	Power Glider
IO-540-AB1A5	Cessna Aircraft	Skylane C-182
AEIO-540-D4A5	Christen	Pitts S-2S, S-2B
AEIO-540-D4A5	Siai-Marchetti	SF-260
AEIO-540-D4A5	H.A.L.	HPT-32
AEIO-540-D4A5	Slingsby	Firefly T3A
AEIO-540-D4B5	Moravan	Zlin-50L
AEIO-540-D4B5	H.A.L.	HPT-32
AEIO-540-D4D5	Burkhart Grob	Grob G, 1 15T Aero

These engine models are known to be installed in the aircraft models listed in the following Table 5:

**Table 5 – Superior Air Parts, Inc. -related Aircraft Models**

<b>Engine Model</b>	<b>Aircraft Manufacturer</b>	<b>Aircraft Model Designation</b>
O-360-A3A2	American Champion	7GCBC & 7GCAA

**Unsafe Condition**

(d) This AD results from comments from the Public on the existing AD. We are issuing this AD to prevent cylinder separation that can lead to engine failure, a possible engine compartment fire, and damage to the airplane.

**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.

**Determining Which Cylinder Assemblies Are Installed**

(f) If aircraft engine records do not list the P/N of the cylinder installed during engine overhaul or repair, visually inspect the cylinders. The affected SAP cylinder head barrel flanges are marked: SA47000L-A1, SA47000L-A20P, SA47000S-A1, SA47000S-A20P, SA47000S-A21P, SA52000-A1, SA52000-A20P, SA52000-A21P, SA52000-A22P, SA52000-A23P, SA55000-A1, or SA55000-A20P or SL32000W-A1, SL32000W-A20P, SL32000W-A21P, SL32000WH-A1, SL32000WH-A20P, SL32006W-A1, SL32006W-A20P, SL32006W-A21P, SL36000TW-A1, SL36000TW-A20P, SL36000TW-A21P, SL36000TW-A22P, SL36000W-A1, SL36000W-A20P, SL36000W-A21P, SL36006W-A1, SL36006W-A20P, or SL36006W-A21P.

## Cylinder Assembly Removal

(g) Remove all cylinder assemblies with a serial number of 47LE053559 through 47LF053643, or 47SE054212 through 47SF054251, or 52D0531708 through 52H0532197, or 55E05223 through 55G05289, or 32WE059006 through 32WF059067, or 32WHE05379 through 32WHE05392, or 326WF055517 through 326WF055532, or 36TWF05430 through 36TWG05453, or 36WF058058 through 36WG058124, or 366WE056944 through 366WF057061, or 366WF057150 through 366WF057232, or 366WF057259 through 366WG057534, or 366WG057556, 366WG057569, 366WG057598, 366WG057616, 366WG057621, 366WG057624, or 366WJ057770 through 366WJ057776, or 366WL058131 no later than 150 hours total time-in-service (TIS) to preclude cylinder head fatigue failure and separation at the head-to-barrel threaded interface.

(h) For cylinder assemblies with more than 150 hours total TIS on the effective date of this AD, a 10 hour TIS extension is permitted for the purpose of flying the aircraft to a location where maintenance action can be done to meet the requirements of this AD.

(i) After the effective date of this AD, do not install any cylinder assemblies with P/Ns SA47000L-A1, SA47000L-A20P, SA47000S-A1, SA47000S-A20P, SA47000S-A21P, SA52000-A1, SA52000-A20P, SA52000-A21P, SA52000-A22P, SA52000-A23P, SA55000-A1, or SA55000-A20P, or SL32000W-A1, SL32000W-A20P, SL32000W-A21P, SL32000WH-A1, SL32000WH-A20P, SL32006W-A1, SL32006W-A20P, SL32006W-A21P, SL36000TW-A1, SL36000TW-A20P, SL36000TW-A21P, SL36000TW-A22P, SL36000W-A1, SL36000W-A20P, SL36000W-A21P, SL36006W-A1, SL36006W-A20P, or SL36006W-A21P with a serial number of 47LE053559 through 47LF053643, or 47SE054212 through 47SF054251, or 52D0531708 through 52H0532197, or 55E05223 through 55G05289, or 32WE059006 through 32WF059067, or 32WHE05379 through 32WHE05392, or 326WF055517 through 326WF055532, or 36TWF05430 through 36TWG05453, or 36WF058058 through 36WG058124, or 366WE056944 through 366WF057061, or 366WF057150 through 366WF057232, or 366WF057259 through 366WG057534, or 366WG057556, 366WG057569, 366WG057598, 366WG057616, 366WG057621, 366WG057624, or 366WJ057770 through 366WJ057776, or 366WL058131 into any engine.

## Alternative Methods of Compliance

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

## Special Flight Permits

(k) For aircraft with engines that have between 140 hours and 150 hours TIS only, 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. Special flight permits may not be issued for aircraft that have utilized the provisions of paragraph (h) of this AD.

### **Related Information**

(l) Superior Air Parts, Inc. Mandatory Service Bulletin B06-01, Rev. E, dated January 24, 2007, contains information related to the subject of this AD.

(m) Contact Jurgen Priester, Aerospace Engineer, Special Certification Office, FAA, Rotorcraft Directorate, Southwest Regional Headquarters, 2601 Meacham Blvd., Fort Worth, Texas 76137; e-mail: Jurgen.E.Priester@faa.gov; telephone (817) 222-5159; fax (817) 222-5785 for more information about this AD.

### **Material Incorporated by Reference**

(n) None.

Issued in Burlington, Massachusetts, on March 23, 2007.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E7-5915 Filed 3-30-07; 8:45 am]



**2007-06-01 R1 Raytheon Aircraft Company:** Amendment 39-15016; Docket No. FAA-2006-25105; Directorate Identifier 2006-CE-33-AD.

**Effective Date**

(a) This AD becomes effective on April 16, 2007.

**Affected ADs**

(b) This AD revises AD 2007-06-01, Amendment 39-14982, which superseded AD 62-24-01, Amendment 39-508.

**Applicability**

(c) This AD affects the following airplane models and serial numbers that are certificated in any category:

<b>Model</b>	<b>Serial Numbers</b>
Beech 45 (YT-34)	All
Beech A45 (T34A, B-45)	All
Beech D45 (T-34B)	All

**Unsafe Condition**

(d) This AD is intended to prevent failure of the front and/or rear horizontal stabilizer spars caused by fatigue cracks by changing the inspection method from dye penetrant to surface eddy current. This failure could result in stabilizer separation and loss of control of the airplane.

**Compliance**

(e) Using the surface eddy current inspection procedures outlined in the appendix of this AD, inspect the front and rear horizontal stabilizer spars between the butt rib and the inboard end for cracks, unless already done, as presented below. If any crack is found in either spar or the reinforcing doubler during any inspection required by this AD, prior to further flight, replace the stabilizer and continue to repetitively inspect at intervals not to exceed 500 hours time-in-service (TIS).

(1) If the last inspection of the front and rear horizontal stabilizer spars was done using the surface eddy current method (or FAA-approved equivalent method) to show compliance with AD 62-24-01 and/or to show compliance with the alternative method of compliance (AMOC) to AD 2004-25-51: Repetitively inspect thereafter at intervals not to exceed 500 hours TIS.

(2) If the last inspection of the front and rear horizontal stabilizer spars required by AD 62-24-01 was done using the dye penetrant method: Inspect initially as presented in the table below and repetitively thereafter at intervals not to exceed 500 hours TIS:

<b>If</b>	<b>Then</b>
(i) Less than 200 hours TIS have passed since the last inspection required by AD 62-24-01:	Inspect at whichever of the following occurs later: (A) Upon accumulating 200 hours TIS since the last inspection required by AD 62-24-01; or (B) Within the next 6 months after April 16, 2007 (the effective date of this AD).
(ii) 200 hours TIS or more have passed since the last inspection required by AD 62-24-01:	Inspect at whichever of the following occurs first, unless paragraph (e)(2)(iii) of this AD applies, as specified below: (A) At the next repetitive inspection required by AD 62-24-01; or (B) Within the next 6 months after April 16, 2007 (the effective date of this AD).
(iii) Paragraph (e)(2)(ii) results in the initial surface eddy current inspection becoming mandatory within 30 days after the effective date of this AD:	Inspect within the next 30 days after April 16, 2007 (the effective date of this AD).

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

(f) The Manager, Wichita Aircraft Certification Office, FAA, ATTN: T.N. Baktha, Aerospace Engineer, 1801 Airport Road, Mid-Continent Airport, Wichita, Kansas 67209; telephone: (316) 946-4155; fax: (316) 946-4107, 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 62-24-01 are approved for this AD.

#### **Appendix to AD 2007-06-01 R1–Surface Eddy Current Inspection Procedure**

**Note:** This surface eddy current inspection procedure is based on T-34 Spar Corporation TSC 3506, Rev C, dated May 10, 2005. The T-34 Spar Corporation is allowing the use of this procedure to be included in this Airworthiness Directive. Alternative methods of compliance procedures will be allowed, if approved by the Wichita Aircraft Certification Office and requested using the procedures found in 14 CFR 39.19.

#### **Purpose**

This procedure is to be used to detect cracks in the inner and outer spars of the front and rear spar assemblies of Raytheon Aircraft Company Beech Models 45 (YT-34), A45 (T-34A, B-45), and D45 (T-34B) airplane stabilizers outside of the steel bushings in the attach holes.

## Area To Be Inspected

To access the area of inspection, remove the stabilizer from the airplane. The areas to be inspected include the forward and aft surfaces of the inner and outer front and rear spars of the horizontal stabilizers in the areas surrounding each of the attach holes.

## Preparing the Area for Inspection

Thoroughly clean area to be inspected with solvent (acetone or equivalent) as required until no signs of dirt, grime, or oil remain on the front and rear spars from the closeout former inboard on the forward and aft surfaces of the spars.

Surfaces to be inspected should be smooth and corrosion-free. Any loss of thickness due to corrosion below material thickness tolerance is cause for rejection of the structure. An ultrasonic tester may be used to determine if material thickness has been compromised.

## Equipment Requirements

Nortec Stavely 2000D Eddy Current Tester or equivalent.

Probe: 50-500 KHz, shielded, absolute, 0.071" diameter (0.090 max. diameter), right angle, pencil style, surface probe, 5" long, drop or equivalent. Use 0.025" notch (beyond head) for calibration.

## Personal Requirements

Technicians with Eddy Current, Level II or Level III per one of the following specifications: ATA specification 105, SNT-TC-1A, or NAS-410 (MIL-std 410E).

## Methods

Typical Set-up Parameters:

Frequency -350 KHz, Gain Vertical -75 dB, Horizontal -69 dB, Drive-Mid, Filters-Lo Pass-30, Hi Pass-0, Lift off-Horizontal to the left, adjust as required. The most reliable indication (minimum of 1/2 to 2 graticules) of the smallest observable flaw in the coupon (see the attached Figures) occurs from the notch extending 0.025" past the edge of the nominal fastener head (total notch length of 0.100" from the edge of the nominal hole). Install appropriate aluminum guide pin into bushing such that the edge of the guide pin is flush with the edge of the bushing. Using the pin (see the attached Figures) as a guide, circle the area surrounding the steel bushing with the probe and adjacent area (approximately 1/4") to inspect for cracks. Inspect forward and aft surfaces surrounding bushings of each spar.

**Note:** T-34 Spar Corporation, 2800 Airport Road, Hanger A, Ada, Oklahoma 74820 is a source for these coupons and pin.

### **Accept/Reject Criteria**

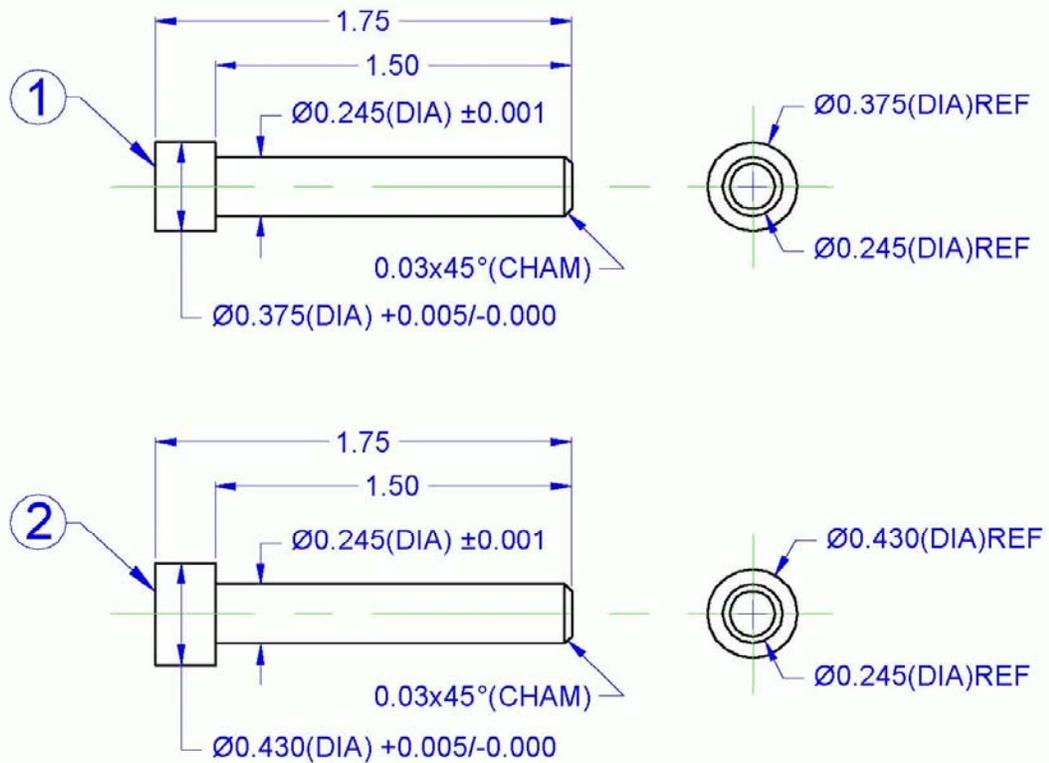
Any repeatable flaw indication is cause for rejection in accordance with the procedure. In the event that any crack is detected, describe the flaw in detail providing sketch as needed and send the information to the Wichita ACO.

### **Documentation Requirements**

Record inspection findings in the aircraft logbook.

THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF GENERAL AVIATION MODIFICATIONS, INC. ANY REPRODUCTION IN PART OR WHOLE WITHOUT THE WRITTEN PERMISSION OF GAMI IS PROHIBITED.

REVISIONS			
REV	DESCRIPTION	DATE	APPROVED
A	CHANGED TO BE MADE INTO TWO SEPERATE PARTS	3-16/05	D. LANDRETH



KEY	PART NO.	DESCRIPTION	SIZE	MATERIAL SPEC.	HEAT TREAT	NOTES
2	45-127-2	BUSHING TOOL	Ø0.44(DIA) x1.75	ALUMINUM		BREAK ALL SHARP EDGES
1	45-127-1	BUSHING TOOL	Ø0.38(DIA) x1.75	ALUMINUM		BREAK ALL SHARP EDGES

DIMENSIONING AND TOLERANCING IN INCHES UNLESS OTHERWISE SPECIFIED

ANGLES ± 2°  
 DECIMALS .XX ± .01  
 DECIMALS .XXX ± .005  
 RIVET & BOLT EDGE MARGIN ± .05  
 BEND RADII ± .01 ON .03 & .05  
 ± .03 ON .09 & GREATER  
 FRACTIONS ± 1/16  
 SURFACE ROUGHNESS 63RMS OR BETTER

DIMENSIONS AND SURFACE TEXTURE DESIGNATIONS APPLY BEFORE PLATING OR FINISH COATING UNLESS OTHERWISE NOTED.

CAD GENERATED DRAWING, DO NOT MANUALLY UPDATE

APPROVALS	DATE
DRAWN LUKE KERR	3-14/05
CHECKED	
RESP ENG	
MFG ENG	
QUAL ENG	

**GENERAL AVIATION MODIFICATIONS, INC.**  
 2800 AIRPORT ROAD, HANGAR A  
 ADA, OKLAHOMA 74820

**PROBE LOCATING,  
 BUSHING TOOL**

SIZE A	DWS NO. 45-127	REV A
SCALE 1.5=1	CAD FILE 45-127 REVA.DWG	SHEET: 1 OF 1

Figure 1

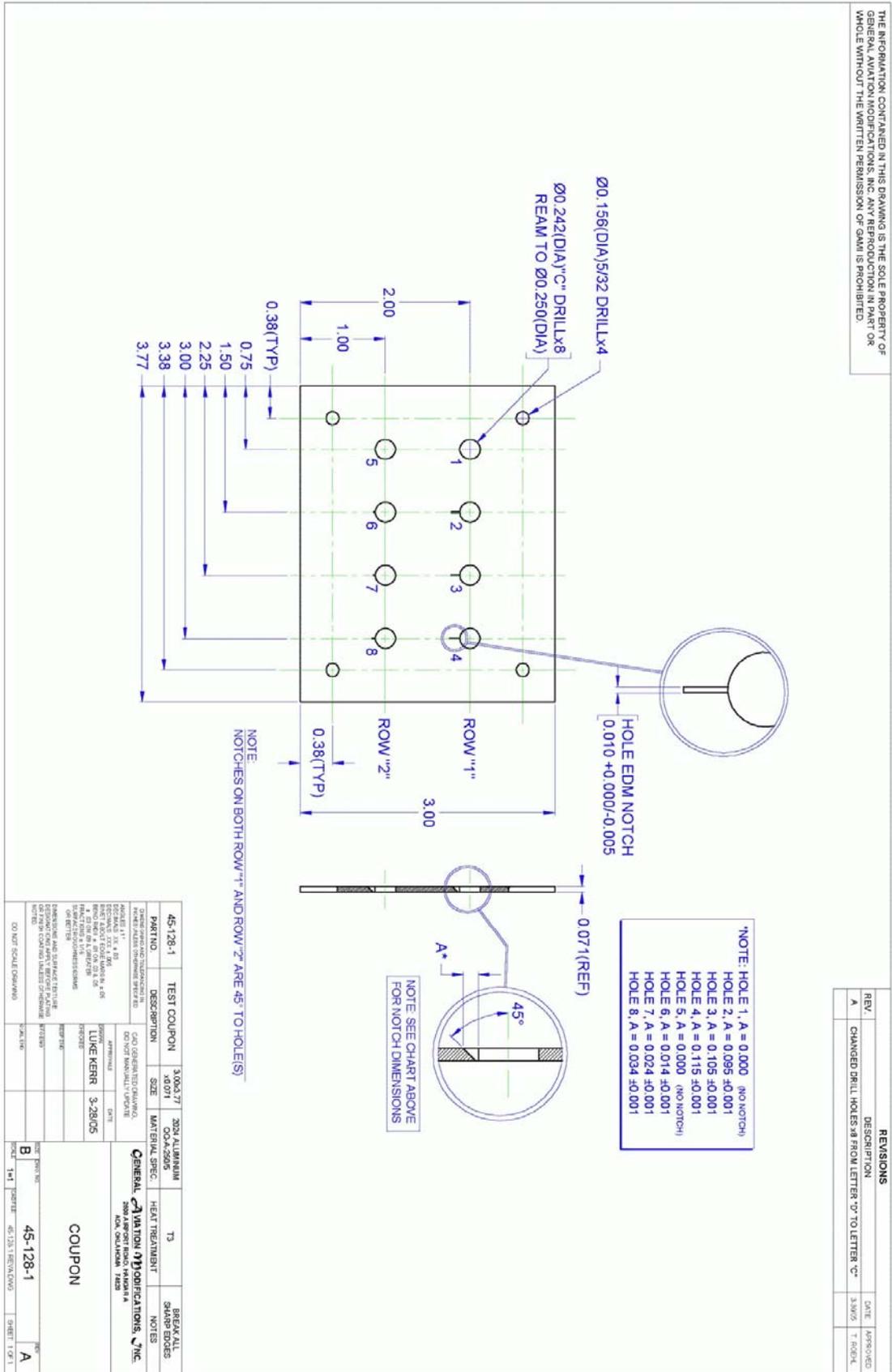
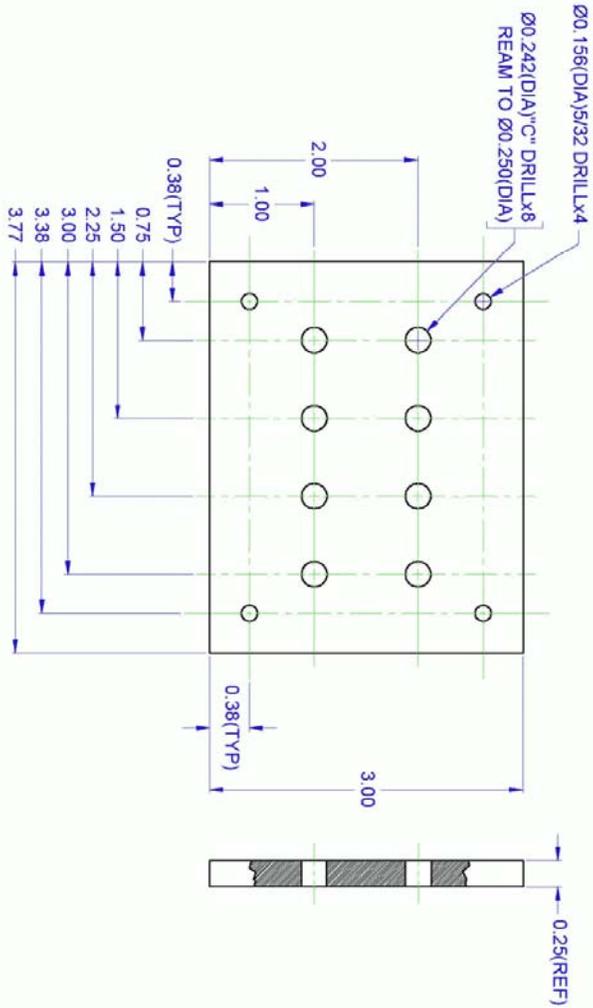


Figure 2

THE INFORMATION CONTAINED IN THIS DRAWING IS THE SOLE PROPERTY OF GENERAL AVIATION MODIFICATIONS, INC. ANY REPRODUCTION IN PART OR WHOLE WITHOUT THE WRITTEN PERMISSION OF GAMI IS PROHIBITED.



REVISIONS			DATE	APPROVED
REV	DESCRIPTION	BY		
A	CHANGED DRILL HOLES #8 FROM LETTER 'C' TO LETTER 'C'		3.8PM	T. ROSE

<b>PARTNO.</b>	45-128-2	<b>DESCRIPTION</b>	TEST COUPON	<b>SIZE</b>	3.00x3.77 #0.25	<b>MATERIAL SPEC.</b>	MILD STEEL	<b>HEAT TREATMENT</b>		<b>NOTES</b>	BREAK ALL SHARP EDGES
<b>EXAMINATION AND TOLERANCES TO WHICH THIS DRAWING IS REFERRED</b>	GENERAL AVIATION MODIFICATIONS, INC. 2000 W. WASHINGTON ST. OKLAHOMA CITY, OKLAHOMA 73102										
<b>DESIGNER</b>	LUKE KERR	<b>DATE</b>	3-22-05								
<b>APPROVED</b>		<b>DATE</b>									
<b>CONVENTIONS AND SYMBOLS REFERRED TO IN THIS DRAWING</b>	COUPON 45-128-2 SHEET 1 OF 4										

Figure 3





Issued in Kansas City, Missouri, on March 30, 2007.

James E. Jackson,  
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. 07-1715 Filed 4-5-07; 8:45 am]



**2007-07-06 Columbia Aircraft Manufacturing (Previously The Lancair Company):** Amendment 39-15011; Docket No. FAA-2007-27628; Directorate Identifier 2007-CE-025-AD.

**Effective Date**

- (a) This AD becomes effective on April 9, 2007.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to the following airplane models and serial numbers that are certificated in any category:

<u>Model</u>	<u>Serial Numbers</u>
LC40-550FG	40001 through 40079
LC41-550FG	41001 and up
LC42-550FG	42001 and up

**Unsafe Condition**

- (d) This AD is the result of reports of possible foreign object contamination of the linear bearings. We are issuing this AD to prevent jamming in the aileron and elevator control systems, which could result in failure. This failure could lead to loss of control.

## Compliance

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

Actions	Compliance	Procedures
(1) Insert Appendix A of Columbia Mandatory Service Bulletin SB-07-002, dated March 14, 2007, into the Limitations section of the Airplane Flight Manual (AFM).	Before further flight after April 9, 2007 (the effective date 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 AFM insertion 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).
(2) Access and inspect the aileron and elevator linear bearings on both wings for foreign object debris.	Initially inspect within the next 35 hours time-in-service (TIS) after April 9, 2007 (the effective date of this AD). Repetitively inspect thereafter at intervals not to exceed 12 calendar months.	Following Columbia Mandatory Service Bulletin SB-07-002, dated March 14, 2007, and the applicable maintenance manual.
(3) Remove any debris found during any inspection required in paragraph (e)(2) of this AD.	Remove any debris before further flight after the inspection in which the debris is found.	Following Columbia Mandatory Service Bulletin SB-07-002, dated March 14, 2007, and the applicable maintenance manual.
(4) Inspect the aileron and elevator control rods for scarring or damage near the linear bearings.	Initially inspect within the next 35 hours TIS after April 9, 2007 (the effective date of this AD). Repetitively inspect thereafter at intervals not to exceed 12 calendar months.	Following Columbia Mandatory Service Bulletin SB-07-002, dated March 14, 2007, and the applicable maintenance manual.
(5) Contact the manufacturer at the address specified in paragraph (g)(2) of this AD for a repair scheme if any scarring or damage is found during any inspection required in paragraph (e)(4) of this AD.	Make all repairs before further flight after the inspection in which scarring or damage is found.	Following Columbia Mandatory Service Bulletin SB-07-002, dated March 14, 2007, and the applicable maintenance manual.

**Alternative Methods of Compliance (AMOCs)**

(f) The Manager, Seattle Aircraft Certification Office (ACO), FAA, ATTN: Jeff Morfitt, Aerospace Engineer, 1601 Lind Avenue SW., Renton, WA 98057; telephone: (425) 917-6405; fax: (425) 917-6590, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

**Material Incorporated by Reference**

(g) You must use Columbia Mandatory Service Bulletin SB-07-002, dated March 14, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Columbia Aircraft Manufacturing Corp., 22550 Nelson Road, Bend, Oregon 97701; telephone: (888) 599-8660; e-mail: Product.Support@FlyColumbia.com.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or 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).

Issued in Kansas City, Missouri, on March 27, 2007.

Kim Smith,  
Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. E7-6011 Filed 4-2-07; 8:45 am]



**2007-08-02 Hartzell Propeller Inc.:** Amendment 39-15019; Docket No. FAA-2007-27552; Directorate Identifier 2007-NE-11-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective April 27, 2007.

**Affected ADs**

- (b) None.

**Applicability**

(c) This AD applies to Hartzell Propeller Inc. model HC-E4A-3( )/E10950( ) propellers. These propellers are installed on, but not limited to, Raytheon Beechcraft 1900D airplanes.

(d) The parentheses appearing in the propeller model number indicates the presence or absence of an additional letter(s) that varies the basic propeller model. This AD still applies regardless of whether these letters are present or absent in the propeller model designation.

**Unsafe Condition**

(e) This AD results from reports of excessive propeller vibration and of damaged or broken propeller blade thrust bearings found during routine and investigative propeller disassembly. We are issuing this AD to prevent propeller blade separation, damage to the airplane, and possible loss of airplane control.

**Interim Action**

- (f) These actions are interim actions and we may take further rulemaking actions in the future.

**Compliance**

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

**Initial Inspection, Rework, and Replacement**

(h) For propellers with 4,000 or more operating hours time-since-overhaul (TSO, initially inspect and rework the propeller blade retention radius and replace the propeller thrust bearing for each blade, within 100 operating hours.

(i) For propellers with 2,000 or more operating hours TSO, but fewer than 4,000 operating hours TSO, inspect and rework the propeller blade retention radius and replace the propeller thrust bearing, for each blade, at the next propeller disassembly.

(j) Use paragraphs 3.G.(1) through 3.G.(8) of the Accomplishment Instructions of Hartzell Propeller Inc. Service Bulletin No. HC-SB-61-287, Revision 2, dated October 24, 2006, to do the actions in paragraphs (h) and (i) of this AD.

(k) Although Hartzell Propeller Inc. SB No. HC-SB-61-287, Revision 2, dated October 24, 2006, states in paragraph 3.G.(6) of the Accomplishment Instructions, to install new blade thrust bearings if required, this AD requires always installing new blade thrust bearings.

### **Repetitive Inspection, Rework, and Replacement**

(l) Thereafter, after every 3,000 additional operating hours time-in-service, inspect and rework the propeller blade retention radius and replace the propeller blade thrust bearing, for each blade.

(m) Use paragraphs 3.G.(1) through 3.G.(8) of the Accomplishment Instructions of Hartzell Propeller Inc. SB No. HC-SB-61-287, Revision 2, dated October 24, 2006, to do these actions.

(n) Although paragraph 3.G.(6) of the Accomplishment Instructions of Hartzell Propeller Inc. SB No. HC-SB-61-287, Revision 2, dated October 24, 2006, states to install new blade thrust bearings if required, this AD requires always installing new blade thrust bearings.

### **Definition**

(o) For the purpose of this AD, next propeller disassembly is defined as any maintenance requiring separating of the propeller hub halves.

### **Previous Credit**

(p) Previous credit is allowed for inspections, rework, and replacements that were done using the Original or Revision 1 of Hartzell Propeller Inc. SB No. HC-SB-61-287, before the effective date of this AD.

### **Alternative Methods of Compliance**

(q) The Manager, Chicago Aircraft 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**

(r) Contact Tim Smyth, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018; e-mail: tim.smyth@faa.gov; telephone: (847) 294-7132; fax: (847) 294-7834, for more information about this AD.

## Material Incorporated by Reference

(s) You must use the Hartzell Propeller Inc. service information specified in Table 1 of this AD to perform the checks required by this AD. The Director of the Federal Register approved the incorporation by reference of the documents listed in Table 1 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391, for a copy of this service information. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**Table 1 – Incorporation by Reference**

<b>Hartzell Propeller Inc. Service Bulletin No.</b>	<b>Page</b>	<b>Revision</b>	<b>Date</b>
HC-SB-61-287 Total Pages: 32	ALL	2	October 24, 2006
Appendix to HC-SB-61-287 Total Pages: 2	ALL	2	October 24, 2006

Issued in Burlington, Massachusetts, on April 3, 2007.

Peter A. White,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. E7-6586 Filed 4-11-07; 8:45 am]



**2007-08-03 Cessna Aircraft Company:** Amendment 39-15020; Docket No. FAA-2007-27709; Directorate Identifier 2007-CE-028-AD.

**Effective Date**

(a) This AD becomes effective on May 2, 2007.

**Affected ADs**

(b) This AD supersedes AD 2006-17-04; Amendment 39-14725.

**Applicability**

(c) This AD applies to the following airplane models and serial numbers that are certificated in any category:

**Table 1.—Applicability**

<b>Model</b>	<b>Serial Numbers</b>
(i) 172R	17281244 through 17281364, 17281366 through 17281372, 17281374 through 17281376, and 17281379
(ii) 172S	172S9809 through 172S10349, 172S10351 through 172S10374, 172S10376 through 172S10423, 172S10425 through 172S10426, 172S10428 through 172S10430, 172S10432 through 172S10444, 172S10446 through 172S10450, and 172S10452 through 172S10454
(iii) 182T	18281527 through 18281889, 18281892, 18281895, 18281897, 18281899, 18281901, and 18281904
(iv) T182T	T18208381 through T18208659, T18208661, T18208663 through T18208678, T18208680 through T18208686, T18208689, and T18208690
(v) 206H	20608231 through 20608285
(vi) T206H	T20608515 through T20608662, T20608664 through T20608697, T20608699 through T20608714, and T20608717

**Unsafe Condition**

(d) This AD is the result of four reports of loose fuel lines connected to the fuel servo or fuel flow transducer. Two reports were of in-flight engine failure on a Model T182T airplane. A third report was of in flight-engine failure on a Model 206H airplane. A fourth report was of a Model 172S airplane that lost engine power on final approach. We are issuing this AD to detect and correct potential loss of fuel flow, which may result in partial or complete loss of engine power and/or uncontrolled engine compartment fire due to fuel leakage forward of the firewall.

## Compliance

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

**Table 2.—Actions, Compliance, and Procedures**

Actions	Compliance	Procedures
<p>(1) <i>For all airplanes not equipped with the Garmin G1000 System:</i> Establish the correct torque values of the end fittings on each of the following hoses in the engine compartment:</p> <ul style="list-style-type: none"> <li>(i) Fuel strainer to engine fuel pump.</li> <li>(ii) Engine fuel pump to fuel injector servo (except T206H).</li> <li>(iii) T206H only: Engine fuel pump to the union at the aft vertical cooling baffle.</li> <li>(iv) T206H only: Union at the aft vertical cooling baffle to the fuel injector servo.</li> <li>(v) Fuel injector servo to fuel manifold valve (except turbo models).</li> <li>(vi) Turbo models only: Fuel injector servo to fuel flow transducer.</li> <li>(vii) Turbo models only: Fuel flow transducer to fuel manifold valve.</li> <li>(viii) Fuel injector servo fuel return to firewall fitting.</li> </ul>	<p>Within the next 5 hours time-in-service (TIS) after May 2, 2007 (the effective date of this AD).</p>	<p>Follow Cessna Service Bulletin No. SB07-71-01, Revision 1, dated March 16, 2007; the procedures of the appendix to this AD; and the torque values from the table <i>Torque Values for Hose End Fittings</i> in the appendix to this AD.</p>
<p>(2) <i>For all airplanes equipped with the Garmin G1000 System:</i> Establish the correct torque values of the end fittings on each of the following hoses in the engine compartment:</p> <ul style="list-style-type: none"> <li>(i) Fuel strainer to engine fuel pump.</li> <li>(ii) Engine fuel pump to fuel injector servo (except T206H).</li> <li>(iii) T206H only: Engine fuel pump to the union at the aft vertical cooling baffle.</li> <li>(iv) T206H only: Union at the aft vertical cooling baffle to the fuel injector servo.</li> <li>(v) Fuel injector servo to fuel flow transducer.</li> <li>(vi) Fuel flow transducer to fuel manifold valve.</li> <li>(vii) Fuel injector servo fuel return to firewall fitting.</li> </ul>	<p>Within the next 5 hours TIS after May 2, 2007 (the effective date of this AD).</p>	<p>Follow Cessna Service Bulletin No. SB07-71-01, Revision 1, dated March 16, 2007; the procedures of the appendix to this AD; and the torque values from the table <i>Torque Values for Hose End Fittings</i> in the appendix to this AD.</p>

## Special Flight Permit

(f) Under 14 CFR 39.23, we are allowing special flight permits for the purpose of compliance with this AD under the following conditions: Only operate under day visual flight rules (VFR).

## Alternative Methods of Compliance (AMOCs)

(g) The Manager, Wichita Aircraft Certification Office (ACO), FAA, ATTN: Trenton Shepherd, Aerospace Engineer, Wichita ACO, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4143; fax: (316) 946-4107, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(h) AMOCs approved for AD 2006-17-04 are not approved for this AD.

### Material Incorporated by Reference

(i) You must use Cessna Service Bulletin No. SB07-71-01, Revision 1, dated March 16, 2007, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact The Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, Kansas 67277-7706; telephone: (316) 517-5800; facsimile: (316) 942-9006.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or 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).

### Appendix to AD 2007-08-03—Inspection Instructions—Cessna Aircraft Company Models 172R, 172S, 182T, T182T, 206H, and T206H Airplanes

1. Remove upper and side cowlings to perform torque procedure.
2. Remove all signs of old torque putty or paint.
3. Using a suitable tool loosen the hose end fitting of each joint, while using a suitable tool to restrain the other end fitting of the joint to preclude rotation.
4. Using the applicable fitting torque from the table Torque Values for Hose End Fittings of this appendix to AD 2007-08-03, torque the hose end fitting to the proper torque, while using a suitable tool to restrain the other end fitting of the joint to preclude rotation.
5. After proper torque has been applied to the hose end fitting, apply the applicable torque paint or putty to the hose end fitting joint.
6. If during any torque procedure any of the non-hose end fittings rotate, stop the torque procedure. Totally disconnect the hose end joint and remove any fitting that has rotated. After the cleaning, visual examination, and/or replacement of the fitting and/or any seals or sealant, reinstall the fitting and torque it to the applicable requirement. Then reconnect the hose end fitting and repeat Step 4. of this appendix to AD 2007-08-03.
7. Use the table below Torque Values for Hose End Fittings for the correct torque values to tighten the hose end fittings as required in paragraphs (e)(1) and (e)(2) of this AD:

**Torque Values for Hose End Fittings**

Flare Hex Sizes in Fractions of an Inch	Hose Size	Correct Torque in Inch-pounds	
		Minimum	Maximum
9/16	-4	135	150
11/16	-6	270	300
7/8	-8	450	500

Issued in Kansas City, Missouri, on April 5, 2007.

Kim Smith,  
 Manager, Small Airplane Directorate, Aircraft Certification Service.  
 [FR Doc. E7-6826 Filed 4-11-07; 8:45 am]



**2007-08-04 McCauley Propeller Systems:** Amendment 39-15021. Docket No. FAA-2005-22898; Directorate Identifier 2005-NE-10-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective May 17, 2007.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD applies to McCauley Propeller Systems models 3A32C406/82NDB-X and D3A32C409/82NDB-X propellers, herein referred to as C406 and C409 propellers, respectively. These propellers are installed on, but not limited to, the airplanes in the following Table 1:

**Table 1.—Airplanes That Propellers Are Installed On, But Not Limited To**

<b>Airplane models</b>	<b>With engine model</b>
Beech: A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 35-33, 35-A33, 35-B33, 35-C33, 35-C33A, E33, E33A, E33C, F33, F33A, F33C, 36, A36, A45, and D45.	Teledyne Continental Motors (TCM) IO-520 series and IO-550 series reciprocating engines.
Beech: A36TC, B36TC, S35, V35A, V35B	TCM TSIO-520 series reciprocating engines.
Navion: A (L-17B, C), B, D, E, F, G, and H	TCM IO-550 and TSIO-520 series reciprocating engines.

**Unsafe Condition**

(d) This AD results from testing by the manufacturer that identified stress conditions that affect the fatigue life and damage tolerance of C406 and C409 propellers, when installed on TCM IO-520, TSIO-520, or IO-550 reciprocating engines. We are issuing this AD to prevent blade or hub failure that could result in separation of a propeller blade and loss of control of the airplane.

**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.

## Installation of Cockpit Placard for RPM Restriction

(f) Within 10 hours time-in-service (TIS) after the effective date of this AD, install a placard on the instrument panel as close to the tachometer as possible, that states, in 1/8 inch-high or higher characters, "Continuous operation between 2,350-2,450 RPM at or above 24" manifold pressure is prohibited".

The placard shall have red letters, on a white contrasting background with a red border. For example:

Continuous operation  
between 2,350-2,450 RPM  
at or above 24" manifold  
pressure is prohibited

## Propellers With Unknown Total Hours TIS, or 10,000 or More Hours Total TIS on the Effective Date of This AD

(g) For propellers that the total TIS is unknown, or that have 10,000 or more hours total TIS on the effective date of this AD, remove the propeller from service within 50 hours TIS after the effective date of this AD.

## Propellers With Fewer Than 10,000 Hours Total TIS on the Effective Date of This AD

(h) For propellers with fewer than 10,000 total hours TIS on the effective date of this AD, do the following:

(1) Perform an inspection of the propeller blades and repair if necessary, within 100 hours after the effective date of this AD, using paragraphs 2.B. through 2.F. of Accomplishment Instructions of McCauley Propeller Systems Alert Service Bulletin (ASB) No. ASB248, dated April 19, 2005.

(2) At the next propeller overhaul or next major propeller disassembly, life-limit-stamp the letter "L" on the propeller hub and blades, using paragraph 3 of Accomplishment Instructions of McCauley Propeller Systems ASB No. ASB248, dated April 19, 2005.

(3) Thereafter, within every 100 hours TIS or at next annual inspection, whichever occurs first, inspect, and repair if necessary, the propeller blades using paragraphs 2.B. through 2.F. of Accomplishment Instructions of McCauley Propeller Systems ASB No. ASB248, dated April 19, 2005.

(4) Remove the propeller from service upon reaching the life limit of 10,000 hours total TIS.

## Alternative Methods of Compliance

(i) The Manager, Wichita Aircraft 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) Contact Jeff D. Janusz, Aerospace Engineer, Wichita Aircraft Certification Office, Small Airplane Directorate, 1801 Airport Road, Room 100, Wichita, KS 67209; telephone: 316-946-4148, fax: 316-946-4107, for more information about this AD.

**Material Incorporated by Reference**

(k) You must use McCauley Propeller Systems Alert Service Bulletin No. ASB248, dated April 19, 2005, to perform the actions required by this AD. 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. Contact McCauley Propeller Systems, P.O. Box 7704, Wichita, Kansas; telephone (800) 621-7767, for a copy of this service information. You may review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Burlington, Massachusetts, on April 4, 2007.

Peter A. White,  
Acting Manager, Engine and Propeller Directorate, Aircraft  
Certification Service.

[FR Doc. E7-6831 Filed 4-11-07; 8:45 am]



**2007-08-06 British Aerospace Regional Aircraft:** Amendment 39-15023; Docket No. FAA-2007-27070; Directorate Identifier 2007-CE-003-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective May 18, 2007.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to Models HP.137 Jetstream Mk.1, Jetstream Series 200, Jetstream Series 3101, and Jetstream Model 3201 airplanes, all serial numbers, certificated in any category.

**Subject**

- (d) Air Transport Association of America (ATA) Code 32: Landing Gear.

**Reason**

- (e) The mandatory continuing airworthiness information (MCAI) states:  
This Airworthiness Directive \* \* \* is published in order to maintain the structural integrity of the applicable aircraft. The Service Bulletin provides life limits for critical landing gear components. Failure of such items could lead to unsafe conditions.

**Actions and Compliance**

- (f) Unless already done, within 60 days after May 18, 2007 (the effective date of this AD), comply with the requirements given in BAE Systems British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA981042 Rev 5, dated November 1, 2005.

**Note 1:** The compliance times of this AD are presented in cycles (landings) since new (CSN). If you do not keep the total CSN, then you may multiply the total number of airplane hours time-in-service by 0.75.

**FAA AD Differences**

Note 2: This AD differs from the MCAI and/or service information as follows: We allow a different method for calculating the CSN of a component listed in this AD.

## Other FAA AD Provisions

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, ATTN: Taylor Martin, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4138; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Before using any approved AMOC on any airplane to which the AMOC applies, notify your appropriate principal inspector (PI) in the FAA Flight Standards District Office (FSDO), or lacking a PI, your local FSDO.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

## Related Information

(h) Refer to MCAI European Aviation Safety Agency (EASA) AD No.: 2006-0087, dated April 18, 2006, and BAE Systems British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA981042 Rev 5, dated November 1, 2005, for related information.

## Material Incorporated by Reference

(i) You must use BAE Systems British Aerospace Jetstream Series 3100 and 3200 Service Bulletin 32-JA981042 Rev 5, dated November 1, 2005, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Customer Information Department, BAE Systems, Prestwick International Airport, Ayshire, KA9 2RW, Scotland; telephone: (01292) 675207; fax: (01292) 675704.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on April 6, 2007.

Kim Smith,  
Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. E7-6913 Filed 4-12-07; 8:45 am]



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**2007-08-07 LATINOAMERICANA DE AVIACIÓN (LAVIA) S.A. (Type Certificate Data Sheets No. 2A8 and No. 2A10 previously held by The New Piper Aircraft, Inc.):** Amendment 39-15024; Docket No. FAA-2007-27109; Directorate Identifier 2007-CE-005-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective May 18, 2007.

**Affected ADs**

- (b) None.

**Applicability**

- (c) This AD applies to Models PA-25, PA-25-235, and PA-25-260, all serial numbers up to LA-260-06008, certificated in any category.

**Subject**

- (d) Air Transport Association of America (ATA) Code 55: Stabilizers.

**Reason**

- (e) The mandatory continuing airworthiness information (MCAI) references Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006, which states:

REAR AND FORWARD SUPPORTS OF BOTH HORIZONTAL STABILIZER MODIFICATION. It has been found on several of the affected airplanes some severe corrosion and cracks in both supports. The probable cause for those failures is the accumulation of steam or application products vapors.

**Actions and Compliance**

- (f) Unless already done, do the following actions:

- (1) Upon accumulating 1,500 hours time-in-service (TIS) or within the next 50 hours TIS after May 18, 2007 (the effective date of this AD), whichever occurs later, do the operations as specified in the paragraph "ACTIONS," subparagraph "INITIAL" of Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006. Repetitively inspect thereafter every 100 hours TIS or 12 months, whichever occurs first, until the modification specified in paragraph "ACTIONS," subparagraph "DEFINITIVE" of Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006, is done.

- (2) If any evidence of cracks, signs of corrosion, or any other discrepancy is detected during any inspection required in paragraph (f)(1) of this AD, before further flight, disassemble both horizontal stabilizers and conduct a detailed inspection on the surface of both supports and take corrective

action. Use paragraph "ACTIONS," subparagraph "DEFINITIVE" of Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006.

(3) After incorporating the modification specified in paragraph "ACTIONS," subparagraph "DEFINITIVE" of Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006, no further action is required.

(4) Upon accumulating 1,000 hours TIS after May 18, 2007 (the effective date of this AD), modify both horizontal stabilizers as specified in paragraph "ACTIONS," subparagraph "DEFINITIVE" of Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006, unless already done. Incorporating this modification terminates the repetitive inspection requirement in paragraph (f)(1) of this AD.

(5) As a terminating action to the inspection requirements of this AD, the modification to both horizontal stabilizers specified in paragraph "ACTIONS," subparagraph "DEFINITIVE" of Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006, may be incorporated at any time after the effective date of this AD and before the time required in paragraph (f)(4) of this AD.

### **FAA AD Differences**

Note: This AD differs from the MCAI and/or service information as follows: No differences.

### **Other FAA AD Provisions**

(g) The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, Standards Staff, FAA, Small Airplane Directorate, ATTN: Sarjapur Nagarajan, Aerospace Engineer, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer or other source, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they are approved by the State of Design Authority (or their delegated agent). You are required to assure the product is airworthy before it is returned to service.

(3) Reporting Requirements: For any reporting requirement in this AD, under the provisions of the Paperwork Reduction Act (44 U.S.C. 3501 et.seq.), the Office of Management and Budget (OMB) has approved the information collection requirements and has assigned OMB Control Number 2120-0056.

### **Related Information**

(h) Refer to MCAI Dirección Nacional de Aeronavegabilidad AD No. RA 2006-06-01, Rev. 1 LAVIA S.A., Amendment No. 39/03-041, dated November 17, 2006; and Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006, for related information.

### **Material Incorporated by Reference**

(i) You must use Latinoamericana de Aviación S.A. Service Bulletin No. 25/53/03, dated May 10, 2006, to do the actions required by this AD, unless the AD specifies otherwise.

(1) The Director of the Federal Register approved the incorporation by reference of this service information under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Latinoamericana de Aviación S.A., Hangar No. 1 Aeropuerto "El Plumerillo" sur, Las Heras-Mendoza-Argentina-CP 5541; telephone: 0054-261-4489198; e-mail: laviasa@hotmail.com.

(3) You may review copies at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Room 506, Kansas City, Missouri 64106; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

Issued in Kansas City, Missouri, on April 6, 2007.

Kim Smith,  
Manager, Small Airplane Directorate, Aircraft Certification Service.  
[FR Doc. E7-6929 Filed 4-12-07; 8:45 am]