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

BIWEEKLY 2006-01

This electronic copy may be printed and used in lieu of the FAA biweekly paper copy.

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

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;

Biweekly 2006-01

2005-26-10		Engine Components Inc.	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

BW 2006-01

ENGINE COMPONENTS INCORPORATED (ECI)
AIRWORTHINESS DIRECTIVE
ENGINE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-26-10 Engine Components Incorporated (ECi): Amendment 39-14431. Docket No. FAA-2005-22358; Directorate Identifier. 2005-NE-20-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective January 31, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Lycoming Engines (formerly Textron Lycoming) models 320, 360, and 540 series, parallel valve, reciprocating engines specified in Table 1 of this AD, with Engine Components Inc. (ECi) cylinder assemblies, part number (P/N) AEL65102 series "Classic Cast", with casting P/N AEL65099 and serial numbers (SNs) 1 through 9879, installed.

TABLE 1.—ENGINE MODELS

Cylinder head part number:	Installed on engine models
AEL65102–NST04	O–320–A1B, A2B, A2C, A2D, A3A, A3B, B2B, B2C, B3B, B3C, C2B, C2C, C3B, C3C, D1A, D1AD, D1B, D1C, D1D, D1F, D2A, D2B, D2C, D2F, D2G, D2H, D2J, D3G, E1A, E1B, E1C, F1F, E1J, E2A, E2B, E2C, E2D, E2E, E2F, E2G, E2H, E3D, E3H
	IO–320–A1A, A2A, B1A, B1B, B1C, B1D, B1E, B2A, C1B, D1A, D1AD, D1B, D1C, E1A, E1B, E2A, E2B
	AEIO–320–D1B, D2A, D2B, E1A, E1B, E2B
	AIO–320–A1A, A1B, A2A, A2B, B1B, C1B
	LIO–320–B1A
AEL65102–NST05	O–320–C1A, C1F, F1A LIO–320–C1A
AEL65102–NST06	O–320–A1A, A2A, A2B, A2C, A3A, A3B, A3C, E1A, E1B, E2A, E2C
AEL65102–NST07	O–320–A2A, B1A, B1B
AEL65102–NST08	O–320–C1A, C1B, C2A, C2B, C3A, C2B, C3C

Cylinder head part number:	Installed on engine models
AEL65102–NST10	O–360–A1A, A1C, A1D, A2A, A2E, A3A, A3D, A4A, C1A, C1C, C1G, C2A, C2B, C2C, C2D, B1A, B1B, B2A, B2B, D1A, D2A, D2B IO–360–B1A, B1B, B1C
	HO–360–A1A, B1A, B1B
	HIO–360–B1A, B1B
	AEIO–360–B1B
	AEIO–540–A1A, A1A5, A1B5, A1C5, A1D, A1D5, A2B, A3D5, A4A5, A4B5, A4C5, A4D5, B1A5, B1B5, B1C5, B2C5D, B4A5, B4A5D, D1A5, E1A, E4A5, E4B5, E4C5, F1A5, F1B5, G1A5, G2A5
	IO–540–C1B5, C1C5, C2C, C4B5, C4B5D, C4C5, D4A5, D4B5, N1A5, N1A5D
AEL65102–NST12	O–360–A1A, A1AD, A1C, A1D, A1F, A1F6, A1F6D, A1G, A1G6, A1G6D, A1H, A1H6, A1J, A1LD, A2A, A2D, A2F, A2G, A2H, A3A, A3AD, A3D, A4A, A4AD, A4D, A4G, A4J, A4JD, A4K, A4M, A4N, A5AD, B1A, C1A, C1E, C1F, C1G, C2A, C2B, C2C, C2D, C2E, D2A, F1A6, G1A6
	TIO–360–A1A6D
	LTO–360–A1A6D
	IO–360–A1G6D, A1H6, B1B, B1BD, B1D, B1E, B1F, B1F6, B2E, B2F, B2F6, B4A, E1A, E4A, F1A
	IHO–360–B1A, B1B
	AEIO–360–B1B, B1D, B1F, B1F6, B1G6, B2F, B2F6, B4A, H1A
	O–540–A4D5, B2B5, B2C5, B2C5D, B4B5, B4B5D, E4A5, E4B5, E4B5D, E4C5, G1A5, G1A5D, G2A5, H1A5, H1A5D, H1B5, H1B5D, H2A5, H2A5D, H2B5D
	IO–540–C4A5, C4B5, C4B5D, C4D5D, D4A5, D4B5, D4C5, N1A5, T4A5, T4A5D, T4B5D, T4C5D, V4A5D
	AEIO–540–D4A5, D4B5, D4C5
AEL65102–NST26	IO–540–J4A5, R1A5
	TIO–540–C1A, E1A, G1A, H1A
AEL65102–NST38	(T)IO–360–F1A TIO–360–AA1AD, AB1AD, C1A, C1AD, AF1A, K1AD
	LTIO–540–K1AD
AEL65102–NST43	O–540–J1A5D, J1B5D, J1C5D, J1D5D, J2A5D, J2B5D, J2C5D, J3A5, J3A5D, J3C5D
	IO–540–L3C5D, W1A5D, W3A5D
AEL65102–NST44	O–540–L3C5D

For information, the subject engines are installed on, but not limited to, the aircraft listed in the following Table 2:

TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO

O–320–A1A	Piper Aircraft: Tri-Pacer (PA–22 "150", PA–22S "150"), Apache (PA–23), Pawnee (PA–25)
	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)
	Mooney Aircraft: Mark (20A)
	Dinfia: Ranquel (1A–46)
	Simmering-Graz Pauker: Flamingo (SGP–M–222)
	Aviamilano: Scricciolo (P–19)
	Vos Helicopter Co.: Spring Bok
O–320–A1B	Piper Aircraft: Tri-Pacer (PA–22 "150", PA–22S "150"), Apache (PA–23)
	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)
	S.O.C.A.T.A.: Horizon (Gardan)
O–320–A2A	Piper Aircraft: Tri-Pacer (PA–22 "150", PA–22S "150"), Agriculture (PA–18A "150") Super Cub (PA–18 "150"), Caribbean (PA–22 "150"), Pawnee (PA–25)
	Intermountain Mfg. Co.: Call Air Texas (A–5, A–5T)
	Lake Aircraft: Colonial (C–1)
	Rawdon Bros.: Rawdon (T–1, T–15, T–15D)
	Shinn Engineering: Shinn (2150–A)
	Dinfia: Ranquel (1A)–46)
	Neiva: (1PD–5802)
	Sud: Gardan-Horizon (GY–80)
	LaVerda: Falco (F8L Series II, America)
	Malmo: Vipan (MF1–10)
	Kingsford Smith: Autocrat (SCRM–153)
	Aero Commander: 100
O–320–A2B	Piper Aircraft: Tri-Pacer (PA–22 "150", PA–22S "150"), Cherokee (PA–28 "150"), Super Cub (PA–18 "150")
	Champion Aircraft: Challenger (7GCA, 7GCB, 7KC), Citabria (7GCAA, 7GCRC), Agriculture (7GCBA)
	Beagle: Pup (150)
	Artic: Interstate S1B2
	Robinson: R–22Varga: Kachina 2150A
O–320–A2C	Robinson: R–22
	Cicare: Cicare AG
	Bellanca Aircraft: Citabria 150 (7GCAA), Citabria 150S (7GCBC)
O–320–A2D	Piper Aircraft: Apache (PA–23)
O–320–A3A	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)
	Corben-Fettes: Globe Special (Globe GC–1B)
O–320–A3B	Piper Aircraft: Apache (PA–23)
	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)
	Teal II: TSC (1A2)
O–320–B1A	Piper Aircraft: Apache (PA–23 "160")
	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)
	Malmo: Vipan (MF1–10)

O–320–B1B	Piper Aircraft: Apache (PA–23 "160")
	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)
O–320–B2A	Piper Aircraft: Tri-Pacer (PA–22 "160", PA–22S "160")
O–320–B2B	Piper Aircraft: Tri-Pacer (PA–22 "160", PA–22S "160")
	Beagle: Airedale (D5–160)
	Fuji-Heavy Industries: Fuji (F–200)
	Uirapuru: Aerotec 122
O–320–B2C	Robinson: R–22
O–320–B2D	Maule: MX–7–160
O–320–B2E	Lycon
O–320–B3A	Piper Aircraft: Apache (PA–23 "160")
	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)
O–320–B3B	Piper Aircraft: Apache (PA–23 "160")
	Doyn Aircraft: Doyn-Cessna (170, 170A, 170B)
	Sud: Gardan (GY80–160)
O–320–C1A	Piper Aircraft: Apache (PA–23 "160")
	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 (GY–80)
	Gyroflug: Speed Cancard
	Grob: G115
O–320–D1F	Slingsby: T67 Firefly
O–320–D2A	Piper Aircraft: Cherokee (PA–28S "160")
	Robin: Major (DR400–140B), Chevalier (DR–360), (R–3140)
	S.O.C.A.T.A.: Tampico TB9
	Slingsby: T67C Firefly
	Daetwyler: MD–3–160
	Nash Aircraft Ltd.: Petrel
	Aviolight: P66D Delta
	General Avia: Pinguino
O–320–D2B	Beech Aircraft: Musketeer (M–23)
	Piper Aircraft: Cherokee (PA–28 "160")
O–320–D2J	Cessna Aircraft: Skyhawk 172
O–320–D3G	Piper Aircraft: Warrior II, Cadet (PA–28–161)
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", PA–28 "150")
	Robin: Major (DR–340), Sitar, Bagheera (GY–100–135)
	S.O.C.A.T.A.: Super Rallye (MS–886), Rallye Commodore (MS–892)
	Siai-Marchetti: (S–202)
	F.F.A.: Bravo (AS–202/15)
	Partenavia: Oscar (P66B), Bucker (131 APM)
	Aeromot: Paulistina P–56
	Pezetel: Koliber 150

O–320–E2C	Beech Aircraft: Musketeer III (M–23III)
	M.B.B.: Monsun (BO–209–B)
O–320–E2D	Cessna Aircraft: Cardinal (172–I, 177)
O–320–E2F	M.B.B.: Monsun (BO–209–B),
	Wassmer Pacific (WA–51)
O–320–E2G	American Aviation Corp.: Traveler
O–320–E3D	Piper Aircraft: Cherokee (140)
	Beech Aircraft: Sport
O–320–H2AD	Cessna Aircraft: Skyhawk 172
	Partenavia: P–66C
IO–320–B2A	Piper Aircraft: Twin Comanche (PA–30)
IO–320–B1C	Hi. Shear: Wing
IO–320–B1D	Ted Smith Aircraft: Aerostar
IO–320–C1A	Piper Aircraft: Twin Comanche (PA–30 Turbo)
IO–320–D1A	M.B.B.: Monsun (BO–209–C)
IO–320–D1B	M.B.B.: Monsun (BO–209–C)
IO–320–E1A	M.B.B.: Monsun (BO–209–C)
IO–320–E1B	Bellanca Aircraft
IO–320–E2A	Champion Aircraft: Citabria
IO–320–E2B	Bellanca Aircraft
IO–320–F1A	CAAR Engineering: Carr Midget
LIO–320–B1A	Piper Aircraft: Twin Comanche (PA–39)
LIO–320–C1A	Piper Aircraft: Twin Comanche (PA–39)
AIO–320–B1B	M.B.B.: Monsun (BO–209–C)
AEIO–320–D1B	Slingsby: T67M Firefly
AEIO–320–D2B	Hundustan Aeronautics Ltd.: HT–2
AEIO–320–E1A	Bellanca Aircraft
	Champion Aircraft
AEIO–320–E1B	Bellanca Aircraft
	Champion Aircraft: Decathalon (8KCAB–CS)
AEIO–320–E2B	Bellanca Aircraft
	Champion Aircraft: Decathalon (8KCAB)
O–320–A1A	Riley Aircraft: Riley Twin
O–360–A1A	Beech Aircraft: Travel Air (95, B–95)
	Piper Aircraft: Comanche (PA–24)
	Intermountain Mfg. Co.: Call Air (A–6)
	Lake Aircraft: Colonial (C–2, LA –4, 4A or 4P)
	Doyn Aircraft: Doyn-Cessna (170B, 172, 172A, 172B)
	Mooney Aircraft: Mark "20B"(M–20B)
	Earl Horton: Pawnee (Piper PA–25)
	Dinfia: Ranquel (1A–51)
	Neiva: (1PD–5901)
	Regente: (N–591)
	Wassmer: Super 4 (WA–50A), Sancy (WA–40), Baladou (WA–40), Pariou (WA–40)
	Sud: Gardan (GY–180)

	Bolkow: (207)
	Partenavia: Oscar (P–66)
	Siai-Marchetti: (S–205)
	Procaer: Picchio (F–15–A)
	S.A.A.B.: Safir (91–D)
	Malmo: Vipan (MF–10B)
	Aero Boero: AB–180
	Beagle: Airedale (A–109)
	DeHavilland: Drover (DHA–3MK3)
	Kingsford-Smith: Bushmaster (J5–6)
	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)
	Lake Aircraft: Colonial (LA –4, 4A or 4P)
	Doyn Aircraft: Doyn-Beech (Beech 95)
	Mooney Aircraft: Master "21"(M–20E), Mark "20B", "20D", (M20B, M20C), Mooney Statesman (M–20G)
	Dinfia: Querandi (1A–45)
	Wassmer: (WA–50)
	Malmo: Vipan (MF1–10)
	Cessna Aircraft: Skyhawk
	Doyn Aircraft: Doyn-Piper (PA–23 "160")
O–360–A1F6	Cessna Aircraft: Cardinal
O–360–A1F6D	Cessna Aircraft: Cardinal 177
	Teal III: TSC (1A3)
O–360–A1G6	Aero Commander
O–360–A1G6D	Beech Aircraft: Duchess 76
O–360–A1H6	Piper Aircraft: Seminole (PA–44)
O–360–A1LD	Wassmer: Europa WA–52
O–360–A1P	Aviat: Husky
O–360–A2A	Center Est Aeronautique: Regente (DR–253)
	S.O.C.A.T.A.: Rallye Commodore (MS–893)
	Societe Aeronautique Normande: Mousquetaire (D–140)
	Bolkow: Klemm (K1–107C)
	Partenavia: Oscar (P–66)
	Beagle: Husky (D5–180) (J1–U)
O–360–A2D	Piper Aircraft: Comanche (PA–24), Cherokee "C"(PA–28 "180")
	Mooney Aircraft: Master "21"(M–20D), Mark "21"(M–20E)
O–360–A2E	Std. Helicopter
O–360–A2F	Aero Commander: Lark (100)
	Cessna Aircraft: Cardinal
O–360–A2G	Beech Aircraft: Sport
O–360–A3A	C.A.A.R.P.S.A.N.: (M–23III)
	Societe Aeronautique Normande: Jodel (D–140C)
	Robin: Regent (DR400/180), Remorqueur (DR400/180R). R–3170
	S.O.C.A.T.A.: Rallye 180GT, Sportavia Sportsman (RS–180)

	Norman Aeroplace Co.: NAC–1 Freelance
	Nash Aircraft Ltd.: Petrel
O–360–A3AD	S.O.C.A.T.A.: TB–10
	Robin: Aiglon (R–1180T)
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
	Beech Aircraft: Sundowner 180
O–360–A4M	Piper Aircraft: Archer II (PA–28 "18") 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
	Bellanca Aircraft: Scout (8GCBC FP)
O–360–C4F	Maule: MX–7–180A
O–360–C4P	Penn Yan: Super Cub Conversion
O–360–E1A6D	Piper Aircraft: Seminole (PA–44 "180")
O–360–F1A6	Cessna Aircraft: Cutlass RG
O–360–J2A	Robinson: R22
IO–360–B1A	Beech Aircraft: Travel-Air (B–95A)
	Doyn Aircraft: Doyn-Piper (PA–23 "200")
IO–360–B1B	Beech Aircraft: Travel-Air (B–95B)
	Doyn Aircraft: Doyn-Piper (PA–23 "200")
	Fuji: (FA–200)
IO–360–B1D	United Consultants: See-Bee
IO–360–B1E	Piper Aircraft: Arrow (PA–28 "180R")
IO–360–B1F	Utva: 75
IO–360–B2E	C.A.A.R.P. C.A.P. (10)
IO–360–B1F6	Great Lakes: Trainer
IO–360–B1G6	American Blimp: Spector 42
IO–360–B2F6	Great Lakes: Trainer
LO–360–A1G6D	Beech Aircraft: Duchess
LO–360–A1H6	Piper Aircraft: Seminole (PA–44)
IO–360–E1A	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
	Lancair: 360
AIO–360–B1B	Moravan: Zlin (Z–526–L)

AEIO–360–B1F	F.F.A.: Bravo (200)
	Grob: G115/Sport-Acro
AEIO–360–B1G6	Great Lakes
AEIO–360–B2F	Mundry: CAP–10
AEIO–360–B4A	Pitts: S–1S
AEIO–360–H1A	Bellanca Aircraft: Super Decathalon (8KCAB–180)
AEIO–360–H1B	American Champion: Super Decathalon
TO–360–C1A6D	Avions Pierre Robin
	Partenavia
	Rockwell: 112TC
TO–360–F1A6D	Maule: Star Rocket (M–5–210TC)
TIO–360–C1A6D	Partenavia: P68C–TC
VO–360–A1A	Brantly Hynes Helicopter: (B–2)
VO–360–A1B	Brantly Hynes Helicopter: (B–2, B2–A). Military (YHO–3BR)
VO–360–B1A	Brantly Hynes Helicopter: (B–2, B2–A)
IVO–360–A1A	Brantly Hynes Helicopter: (B2–B)
HO–360–B1A	Hughes Tool Co.: (269A)
HO–360–B1B	Hughes Tool Co.: (269A)
HO–360–C1A	Schweizer: (300C)
HIO–360–B1A	Hughes Tool Co.: Military (269–A–1). (TH–55A)
HIO–360–B1B	Hughes Tool Co.: (269A)
HIO–360–G1A	Schweizer: (CB)
O–540–A1A	Rhein-Flugzeugbau: (RF–1)
O–540–A1A5	Piper Aircraft: Comanche (PA–24 "150")
	Helio: Military (H–250)
	Yoeman Aviation: (YA–1)
O–540–A1B5	Piper Aircraft: Aztec (PA–23 "250"), Comanche (PA–24 "250")
O–540–A1C5	Piper Aircraft: Comanche (PA–24 "250")
O–540–A1D	Found Bros.: (FBA–2C)
	Dornier: (DO–28–B1)
O–540–A1D5	Piper Aircraft: Aztec (PA–23 "250"), Comanche (PA–24 "250"), Military Aztec (U–11A)
	Dornier: (DO–28)
O–540–A2B	Aero Commander: (500)
	Mid-States Mfg. Co.: Twin Courier (H–500), (U–5)
O–540–A3D5	Piper Aircraft: Navy Aztec (PA–23 "250")
O–540–B1A5	Piper Aircraft: Apache (PA–23 "235")
O–540–B1B5	Piper Aircraft: Cherokee (PA–24 "250")
	Doyn Aircraft: Doyn-Piper (PA–24 "250")
O–540–B1D5	Wassmer: (WA–421)
O–540–B2B5	Piper Aircraft: Pawnee (PA–24 "235"), Cherokee (PA–28 "235"), Aztec (PA–23 "235")
	Intermountain Mfg. Co.: Call Air (A–9)
	Rawdon Bros.: Rawdon (T–1)
	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")

	Embraer: Corioca (EMB–710)
	S.O.C.A.T.A.: Rallye 235GT, Rallye 235C
	Maule: Star Rocket (MX–7–235), Super Rocket (M–6–235),
	Super Std. Rocket (M–7–235)
O–540–E4A5	Piper Aircraft: Comanche (PA–24 "260")
	Aviamilano: Flamingo (F–250)
	Siai-Marchetti: (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), Islander (BN–2A–27), Islander II (BN–2B–26), Islander (BN–2A–21), Trislander (BN–2A–Mark III–2)
O–540–F1B5	Omega Aircraft: (BS–12D1)
	Robinson: (R–44)
O–540–G1A5	Piper Aircraft: Pawnee (PA–25 "260")
O–540–H1B5D	Aero Boero: 260
O–540–H2A5	Embraer: Impanema "AG"
	Gippsland: GA–200
O–540–H2B5D	Aero Boero: 260
O–540–J1A5D	Maule: Star Rocket (MX–7–235), Super Rocket (M–6–235), 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
O–540–L3C5D	Cessna Aircraft: TR–182, Turbo Skylane RG
IO–540–C1B5	Piper Aircraft: Aztec B (PA–23 "250"), Comanche (PA–24 "250")
IO–540–C1C5	Riley Aircraft: Turbo-Rocket
IO–540–C4B5	Piper Aircraft: Aztec C (PA–23 "250"), Aztec F
	Wassmer: (WA4–21)
	Avions Pierre Robin: (HR100/250)
	Bellanca Aircraft: Aries T–250
	Aerofab: Renegade 250
IO–540–C4D5	S.O.C.A.T.A.: TB–20
IO–540–C4D5D	S.O.C.A.T.A.: Trinidad TB–20
IO–540–D4A5	Piper Aircraft: Comanche (PA–24 "260")
	Siai-Marchetti: (SF–260)
IO–540–D4B5	Cerva: (CE–43 Guepard)
IO–540–J4A5	Piper Aircraft: Aztec (PA–23 "250")
IO–540–R1A5	Piper Aircraft: Comanche (PA–24)
IO–540–T4A5D	General Aviation: Model 114
IO–540–T4B5	Commander: 114B
IO–540–T4B5D	Rockwell: 114
IO–540–T4C5D	Lake Aircraft: Seawolf
IO–540–V4A5	Maule: MT–7–260, M–7–260
	Aircraft Manufacturing Factory
IO–540–V4A5D	Brooklands: Scoutmaster
IO–540–W1A5	Maule: MX–7–235, MT–7–235, M7–235
IO–540–W1A5D	Maule: Star Rocket (MX–7–235), Super Rocket (M–6–235), Super Std. Rocket (M–7–235)

IO–540–W3A5D	Schweizer: Power Glider
AEIO–540–D4A5	Christen: Pitts (S–2S), S–2B)
	Siai-Marchetti: SF–260
	H.A.L.: HPT–32
	Slingsby: Firefly T3A
AEIO–540–D4B5	Moravan: Zlin-50L
	H.A.L.: HPT–32
AEIO–540–D4D5	Burkhart Grob: Grob G, 115T Aero
TIO–540–C1A	Piper Aircraft: Turbo Aztec (PA–23–250)
TIO–540–K1AD	Piper Aircraft
TIO–540–AA1AD	Aerofab Inc.: Turbo Renegade (270)
TIO–540–AB1AD	S.O.C.A.T.A.: Trinidad TC TB–21
TIO–540–AB1BD	Schweizer
TIO–540–AF1A	Mooney Aircraft: "TLS"M20M
TIO–540–AF1B	Mooney Aircraft: "TLS"M20M
TIO–540–AG1A	Commander Aircraft: 114TC
TIO–540–AK1A	Cessna Aircraft: Turbo Skylane T182T
LTIO–540–K1AD	Piper Aircraft

Unsafe Condition

(d) This AD results from reports of about 30 failures of the subject cylinder assemblies marketed by ECi. We are issuing this AD to prevent loss of engine power due to cracks in the cylinder assemblies and possible engine failure caused by separation of a cylinder head.

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 major 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) Determine if ECi cylinder assemblies, P/N AEL65102 series "Classic Cast", with casting P/N AEL65099 and SNs 1 through 9879 are installed on your engine, as follows:

(i) Inspect the engine log books and maintenance records for reference to the subject ECi cylinder assemblies.

(ii) If the engine log books and maintenance records did not record the P/N and SN of the cylinder assemblies, visually inspect the cylinder assemblies and verify the P/N and SN of the cylinder assemblies.

(2) If the cylinder assemblies are not ECi, P/N AEL65102 series "Classic Cast", with casting P/N AEL65099, no further action is required.

(3) If any cylinder assembly is an ECi P/N AEL65102 series "Classic Cast", with casting P/N AEL65099 and a SN 1 through 9879, do the following:

(i) If the cylinder assembly has fewer than 800 operating hours-in-service (HIS) on the effective date of this AD, replace the cylinder assembly at no later than 800 operating HIS. No action is required until the operating HIS reaches 800 hours.

(ii) If the cylinder assembly has 800 operating HIS or more on the effective date of this AD, replace the cylinder assembly within 60 operating HIS after the effective date of this AD.

Definition of a Replacement Cylinder Assembly

(h) For the purpose of this AD, a replacement cylinder assembly is defined as follows:

(1) A serviceable cylinder assembly made by Lycoming Engines.

(2) A serviceable FAA-approved, Parts Manufacturer Approval cylinder assembly from another manufacturer.

(3) A serviceable ECi cylinder assembly, P/N AEL65102 series, "Titan", with casting P/N AEL85009.

(4) A serviceable ECi cylinder assembly, P/N AEL65102 series, with casting P/N AEL65099, that has a SN 9880 or higher.

Prohibition of Cylinder Assemblies, P/N AEL65102 Series ''Classic Cast'', With Casting P/N AEL65099 and SNs 1 Through 9879

(i) After the effective date of this AD, do not install any Eci cylinder assembly, P/N AEL65102, with casting P/N AEL65099 that has a SN 1 through 9879, onto any engine.

Alternative Methods of Compliance

(j) 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

(k) ECi Service Bulletin No. 05-08, dated September 1, 2005, pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on December 19, 2005.

Peter A. White,

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

[FR Doc. 05-24449 Filed 12-23-05; 8:45 am]

BILLING CODE 4910-13-P

BW 2006-01

DG FLUGZEUGBAU GMBH
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-26-11 DG Flugzeugbau GmbH: Amendment 39-14432; Docket No. FAA-2005-22206; Directorate Identifier 2005-CE-45-AD.

When Does This AD Become Effective?

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

What Other ADs Are Affected by This Action?

(b) None.

What Sailplanes Are Affected by This AD?

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

Model	Serial Nos.
(1) DG–800B	All serial numbers up to and including 8–260, with the exception of 8–247 and 8–258; and
(2) DG–500MB	All serial numbers up to and including 5E220B15, with the exception of 5E190B5.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of bolt failure in the connection of the starter ring gear to the drive belt pulley adapter. The bolt heads may shear off and the bolt heads could fall into the engine compartment. The actions specified in this AD are intended to prevent the bolts currently used to connect the starter ring gear to the drive belt pulley adapter from shearing off and the bolt heads falling into the engine compartment. Failure of this connection could render the engine inoperative. Consequently, this failure could lead to loss of control of the sailplane.

What Must I Do to Address This Problem?

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

Actions	Compliance	Procedures
(1) Remove the starter ring gear assembly with adapter and lower drive belt pulley.	Within 30 days after February 7, 2006 (the effective date of this AD).	Follow DG-Flugzeugbau GmbH Working Instruction No. 1 for TN 873/30, dated June 9, 2004; and Technical Note No. 873/30 and No. 843/22, approved by Luftfahrt-Bundesamt (LBA) on June 29, 2004, and approved by European Aviation Safety Agency (EASA) on July 9, 2004.
(2) Modify the connection area where the bolts connect the starter ring gear to the lower drive belt pulley adapter.	Within 30 days after February 7, 2006 (the effective date of this AD).	Follow DG-Flugzeugbau GmbH Working Instruction No. 1 for TN 873/30, dated June 9, 2004; and Technical Note No. 873/30 and No. 843/22, approved by LBA on June 29, 2004, and approved by EASA on July 9, 2004.
(3) Reinstall the starter ring gear assembly with the adapter and lower pulley.	Within 30 days after February 7, 2006 (the effective date of this AD).	Follow DG-Flugzeugbau GmbH Working Instruction No. 1 for TN 873/30, dated June 9, 2004; and Technical Note No. 873/30 and No. 843/22, approved by LBA on June 29, 2004, and approved by EASA on July 9, 2004.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Gregory Davison, Glider Project Manager, ACE-112, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090.

Is There Other Information That Relates to This Subject?

(g) LBA Airworthiness Directive D-2004-347, dated July 2, 2004; DG-Flugzeugbau GmbH Working Instruction No. 1 for TN 873/30, dated June 9, 2004; and Technical Note No. 873/30 and No. 843/22, approved by LBA on June 29, 2004, and approved by the EASA on July 9, 2004, also address the subject of this AD.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in DG-Flugzeugbau GmbH Working Instruction No. 1 for TN 873/30, dated June 9, 2004; and Technical Note No. 873/30 and No. 843/22, approved by LBA on June 29, 2004, and approved by the EASA on July 9, 2004. The Director of the Federal Register approved the incorporation by reference of this service information in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get a copy of this service information, contact DG-Flugzeugbau, Postbox 41 20, D-76625 Bruchsal, Federal Republic of Germany; telephone: ++49 7257 890; facsimile: ++45 7257 8922; e-mail: *http://www.dg-flugzeugbau.de*. 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* 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-2005-22206; Directorate Identifier 2005-CE-45-AD.

Issued in Kansas City, Missouri, on December 16, 2005.
David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-24481 Filed 12-27-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-01

BURKHARDT GROB LUFT-UND RAUMFAHRT GmbH & CO KG
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-26-12 BURKHARDT GROB LUFT-UND RAUMFAHRT GmbH & CO KG: Amendment 39-14433; Docket No. FAA-2005-20803; Directorate Identifier 2005-CE-19-AD; supersedes AD 2004-08-13, Amendment 39-13582.

When Does This AD Become Effective?

(a) This AD becomes effective on February 6, 2006.

What Other ADs Are Affected by This Action?

(b) This AD supersedes AD 2004-08-13, Amendment 39-13582.

What Sailplanes Are Affected by This AD?

(c) This AD affects the following model sailplanes, all serial numbers, that are certificated in any category:

MODELS
(1) G103 TWIN ASTIR
(2) G103 TWIN II
(3) G103A TWIN II ACRO
(3) G103C TWIN III ACRO
(4) G 103 C Twin III SL

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions of this AD are intended to prevent abnormal or uncontrolled sailplane release due to cracked center of gravity (CG) release hook attachment brackets. This condition could result in reduced or loss of sailplane control.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Replace the center of gravity (CG) release hook attachment brackets with improved design brackets as follows: (i) *For Models G103 TWIN ASTIR, G103 TWIN II, G103A TWIN II ACRO, and G103C TWIN III ACRO sailplanes:* install new part number (P/N) 103B–2360.01/1 or 103B–2360.01/2 and P/N 103B–2360.02/1 or 103B–2360–02/2. (ii) *For Models G103 TWIN ASTIR sailplanes:* install an additional plate, P/N 103–2360.02 below each attachment bracket. (iii) *For Models G103 C TWIN III SL sailplanes:* install new P/N 103B–2360.01/2 and P/N 103B–2360.02/2.	For sailplanes previously affected by AD 2004–08–13: Within the next 25 hours time-in-service (TIS) after June 4, 2004 (the effective date of AD 2004–08–13), unless already done. For sailplanes not previously affected by AD 2004–08–13: Within the next 25 hours time-in-service (TIS) after February 6, 2006 (the effective date of this AD), unless already done.	*For Models G103 TWIN ASTIR, G103 TWIN II, G103A TWIN II ACRO, and G103C TWIN III ACRO sailplanes:* Follow Grob Service Bulletin No. MSB315–62, dated January 21, 2002, or Grob Service Bulletin No. MSB315–62/2, dated March 9, 2005. *For Model G103 C Twin III SL sailplanes:* Follow Grob Service Bulletin No. MSB869–22, dated January 22, 2002.
(2) Do not install any CG release hook attachment bracket that is not a part number referenced in paragraphs (e)(1)(i) and (e)(1)(iii) of this AD, as applicable.	As of the effective date of this AD	Not Applicable.

May I Request an Alternative Method of Compliance?

(f) You may request a different method of compliance or a different compliance time for this AD by following the procedures in 14 CFR 39.19. Unless FAA authorizes otherwise, send your request to your principal inspector. The principal inspector may add comments and will send your request to the Manager, Standards Office, Small Airplane Directorate, FAA. For information on any already approved alternative methods of compliance, contact Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090.

Is There Other Information That Relates to This Subject?

(g) German AD No. 2002-066, effective date: March 21, 2002, and German AD No. 2002-067, effective date: March 21, 2002, also addresses the subject of this AD.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in Grob Service Bulletin No. MSB315-62, dated January 21, 2002, Grob Service Bulletin No. MSB315-62/2, dated March 9, 2005, and Grob Service Bulletin No. MSB869-22, dated January 22, 2002, as applicable.

(1) On June 4, 2004 (69 FR 21402, April 21, 2004), and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation by reference of Grob Service Bulletin No. MSB315-62, dated January 21, 2002, and Grob Service Bulletin No. MSB869-22, dated January 22, 2002.

(2) As of February 6, 2006, and in accordance with 5 U.S.C. 552(a) and 1 CFR part 51, the Director of the Federal Register approved the incorporation by reference of Grob Service Bulletin No. MSB315-62/2, dated March 9, 2005.

(3) To get a copy of this service information, contact BURKHARDT GROB LUFT-UND RAUMFAHRT GmbH & CO KG, Letenbachstrasse 9, D-86874 Tussenhausen-Mattsies, Germany; telephone: 011 49 8268 998139; facsimile: 011 49 8268 998200. 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* 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-2005-20803; Directorate Identifier 2005-CE-19-AD.

Issued in Kansas City, Missouri, on December 16, 2005.
David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-24480 Filed 12-27-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-01

TURBOMECA
AIRWORTHINESS DIRECTIVE
ENGINE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-26-13 Turbomeca: Amendment 39-14434. Docket No. 99-NE-33-AD.

Effective Date

(a) This AD becomes effective February 3, 2006.

Affected ADs

(b) This AD supersedes AD 2002-22-11, Amendment 39-12937.

Applicability

(c) This AD applies to Turbomeca Artouste III B, B1, and D series turboshaft engines with injection wheels part numbers (P/Ns) 218.25.700.0, 218.25.704.0, 243.25.709.0, 243.25.713.0, 0.218.27.705.0, 0.218.27.709.0, and 0.218.27.713.0. These engines are installed on, but not limited to Eurocopter SA 315 LAMA and SA 316 Alouette III helicopters.

Unsafe Condition

(d) This AD results from reports and analyses of in-flight engine shutdowns occurring since we issued AD 2002-22-11. The actions specified in this AD are intended to prevent injection wheel cracks and excessive central labyrinth wear, which could result in an in-flight engine shutdown and possible loss of the helicopter.

Compliance

(e) Compliance with this AD is required as indicated, unless already done.

Smoke Check

(f) Following every engine ground shutdown, do the following using Turbomeca Artouste III Service Bulletin (SB) No. 218 72 0099, dated September 14, 1998:

(1) After every flight, check for smoke emissions through the exhaust pipe, air intake, or turbine casing drain during rundown and after every engine shutdown. If a smoke emission has been noticed, check the fuel system before the next flight to identify the origin of the smoke emissions.

(2) If smoke is not detected, no action is required until the next engine ground shutdown.

(3) If smoke is detected, inspect for fuel flow in accordance with paragraph 2.B.(1) and 2.B.(2) of the referenced SB.

(i) If fuel flow is not detected, prior to further flight, remove the engine from service and replace with a serviceable engine.

(ii) If fuel flow is detected, remove the electric fuel cock from service and replace with a serviceable part in accordance with
section 2.B.(4) and 2.B.(5) of the referenced SB.

(iii) Before entry into service, perform an engine ground run and check the fuel system again for smoke emissions through the exhaust pipe, air intake, or turbine casing drain during engine rundown and after shut-down; if smoke emissions still remain after replacement of the electric fuel cock, prior to further flight, remove the engine from service and replace with a serviceable engine.

(g) For the purpose of this AD, a serviceable engine is defined as an engine that does not exhibit smoke emissions.

Central Labyrinth Inspection

(h) Perform checks and inspections of the central labyrinth and, if necessary, replace the central labyrinth, using paragraph 2 of Turbomeca Alert Service Bulletin (ASB) No. A218 72 0100, Update 2, dated January 23, 2004, and the following Table 1:

TABLE 1.—INSPECTION SCHEDULE

Initial inspection	Repetitive inspection
Prior to 1,750 hours Time-Since-New or 1,750 hours Time-Since-Last Inspection (TSLI), or 50 hours from the effective date of this AD, whichever occurs later.	1,750 hours TSLI.

Alternative Methods of Compliance

(i) The Manager, Engine 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.

Material Incorporated by Reference

(j) The checks, inspections, and replacements must be done in accordance with the following Turbomeca Artouste III alert service bulletins (ASBs):

Document No.	Pages	Revision	Date
ASB A218 72 0099 Total pages: 5	All	1	June 6, 2001.
ASB A218 72 0100 Total pages: 17	All	2	Jan. 23, 2004.

The Director of the Federal Register approved the incorporation by reference of Alert Service Bulletin No. A218 72 0100, Update 2, dated January 23, 2004, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. The Director of the Federal Register approved the incorporation by reference of Turbomeca Alert Service Bulletin No. A218 72 0099, Update 1, dated June 6, 2001, as of December 13, 2002 (67 FR 68022, November 8, 2002). You can get a copy from Turbomeca S.A., 40220 Tarnos, France; telephone 33 05 59 74 40 00, fax 33 05 59 74 45 15. You can 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*.

Related Information

(k) DGAC airworthiness directive F-2004-016, dated February 4, 2004, also addresses the subject of this AD.

Issued in Burlington, Massachusetts, on December 15, 2005.
Peter A. White,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 05-24515 Filed 12-29-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-01

BURKHARDT GROB LUFT-UND RAUMFAHRT GmbH & CO KG
AIRWORTHINESS DIRECTIVE
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-26-14 BURKHARDT GROB LUFT-UND RAUMFAHRT GmbH & CO KG: Amendment 39-14435; Docket No. FAA-2005-22156; Directorate Identifier 2005-CE-43-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on February 6, 2006.

What Other ADs Are Affected By This Action?

(b) None.

What Sailplanes Are Affected by This AD?

(c) This AD affects Model G103 TWIN ASTIR sailplanes, all serial numbers, that are certificated in any category.

What Is the Unsafe Condition Presented in This AD?

(d) This AD is the result of mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. The actions specified in this AD are intended to prevent cracks in the elevator lever, which could cause the elevator lever to fail. This failure could result in loss of control of the sailplane.

What Must I Do To Address This Problem?

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

Actions	Compliance	Procedures
(1) Check the sailplane service history records to determine if part number (P/N) 103–3521 (or FAA-approved equivalent P/N), aluminum cast alloy elevator lever, has been replaced with P/N 103–3523 (or FAA-approved equivalent P/N), sheet aluminum elevator lever.	Within the next 25 hours time-in-service (TIS) after February 6, 2006 (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 check the sailplane service of history records as specified in paragraph (e)(1) of this AD. Make an entry into 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) If you can positively determine by checking the sailplane service history records that the replacement specified in paragraph (e)(1) of this AD has been done, no further action is required.	Not applicable	Not applicable.
(3) If you cannot positively determine by checking the sailplane service history records that the replacement specified in paragraph (e)(1) of this AD has been done, replace P/N 103–3521 (or FAA-approved equivalent P/N) with P/N 103–3523 (or FAA-approved equivalent P/N).	Within the next 25 hours TIS after February 6, 2006 (the effective date of this AD).	Following GROB Luft-und Raumfahrt Service Bulletin MSB 315–67/1 dated December 20, 2004.
(4) 14 CFR 21.303 allows for replacement parts through parts manufacturer approval (PMA). The phrase "or FAA-approved equivalent part number" in this AD is intended to signify those parts that are PMA approved through identicality to the design of the part under the type certificate and replacement parts to correct the unsafe condition under PMA (other than identicality). 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 identicality) may also be installed provided they meet current airworthiness standards, which include those actions cited in this AD.	Not applicable	Not applicable.
(5) Do not install any P/N 103–3521 (or FAA-approved P/N equivalent to 103–3521), aluminum cast alloy elevator lever.	As of February 6, 2006 (the effective date of this AD).	Not applicable.

May I Request an Alternative Method of Compliance?

(f) The Manager, Standards Office, Small Airplane Directorate, FAA, has the authority to approve alternative methods of compliance (AMOCs) for this AD, if requested using the procedures found in 14 CFR 39.19. For information on any already approved alternative methods of compliance, contact Greg Davison, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4130; facsimile: (816) 329-4090.

Is There Other Information That Relates to This Subject?

(g) German AD Number D-2004-292R1, dated February 28, 2005, also addresses the subject of this AD.

Does This AD Incorporate Any Material by Reference?

(h) You must do the actions required by this AD following the instructions in GROB Luft-und Raumfahrt Service Bulletin MSB 315-67/1 dated December 20, 2004. 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 BURKHARDT GROB LUFT-UND RAUMFAHRT GmbH & CO KG, Letenbachstrasse 9, D-86874 Tussenhausen-Mattsies, Germany; telephone: 011 49 8268 998139; facsimile: 011 49 8268 998200. 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* 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-2005-22156; Directorate Identifier 2005-CE-43-AD.

Issued in Kansas City, Missouri, on December 16, 2005.
David R. Showers,
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-24478 Filed 12-27-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2006-01

PACIFIC AEROSPACE CORPORATION LTD
AIRWORTHINESS DIRECTIVE
EMERGENCY
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

2005-26-53 PACIFIC AEROSPACE CORPORATION LTD.: Directorate Identifier 2005-CE-54-AD.

When Does This AD Become Effective?

(a) This emergency AD becomes effective upon receipt.

Are Any Other ADs Affected By This Action?

(b) None.

What Airplanes Are Affected by This AD?

(c) This AD affects Model 750XL, all serial numbers, that are certificated in any category.

What is the Unsafe Condition Presented in This AD?

(d) This AD is the result of information that the wing of these airplanes may not meet the ultimate load requirements for a maximum takeoff weight of 7,500 pounds. Pacific Aerospace Corporation Ltd. found the condition on a production wing during an ultimate load test. Investigation is not complete, but indications show that some critical rivets were not fully age-hardened. This AD is intended to allow wing ultimate load requirements to be met, which if not met, could result in wing failure and subsequent loss of control of the airplane.

What Must I do to Address This Problem?

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

Actions	Compliance	Procedures
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."	Prior to further flight after receipt of this emergency 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. 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).

May I Request an Alternative Method of Compliance?

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

Is There Other Information That Relates to This Subject?

(g) CAA Airworthiness Directive DCA/750XL/7, dated December 22, 2005, also addresses the subject of this AD.

Issued in Kansas City, Missouri, on December 22, 2005.

Kim Smith,
Manager, Small Airplane Directorate,
Aircraft Certification Service.