



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

**BIWEEKLY 2012-11**

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

U.S. Department of Transportation  
Federal Aviation Administration  
Engineering Procedures Office, AIR-110  
P. O. Box 25082  
Oklahoma City, OK 73125-0460



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

AD No.	Information	Manufacturer	Applicability
Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
<b>Biweekly 2012-01</b>			
2010-19-06 R1	COR	Turbomeca	Engine: Arriel 1A, 1A1, 1B, 1C, 1C1, 1C2, 1D, 1D1, and IS1 turboshaft
2011-26-10		Enstrom Helicopter Corporation	Rotorcraft: F-28C, F-28C-2, F-28F, 280C, 280F, 280FX, TH-28, 480, and 480B
2011-27-09		Socata	TBM 700
2012-01-01		Various Aircraft	See AD
2012-01-02		Schempp-Hirth Flugzeugbau	Glider: Discus 2cT
<b>Biweekly 2012-02</b>			
2011-18-12	S 82-13-05R1	Eurocopter France	Rotorcraft: AS350B, B1, B2, B3, BA, and D; and AS355E, F, F1, F2, and N
2011-27-08		Agusta S.p.A.	Rotorcraft: A109S and AW109SP
2011-27-51		Hawker Beechcraft	1900, 1900C, 1900C (Military), 1900D
2012-01-07		BRP-Powertrain GmbH	Engine: Rotax 914 F2, 914 F3, and 914 F4 reciprocating
2012-01-11		Cirrus Design	SR22T
2012-02-05		Thielert Aircraft Engines GmbH	Engine: TAE 125-02-99 and TAE-125-02-114 reciprocating
<b>Biweekly 2012-03</b>			
71-13-01R1		Lycoming Engines	Engine: TIO-540-A series
2012-01-03		Eurocopter France	Rotorcraft: AS332L2 and EC225LP
2012-02-02	S 2008-03-02	Cessna	172R and 172S
2012-02-06		Honeywell International	Engine: TPE331-10, -10AV, -10GP, -10GT, -10N, -10P, -10R, -10T, -10U, -10UA, -10UF, -10UG, -10UGR, -10UR, and TPE331-11U
2012-02-10	S 2011-07-13	CPAC	112, 112B, 112TC, 112TCA, 114, 114A, 114B, and 114TC
2012-02-13		Eurocopter France	Rotorcraft: EC130B4
2012-02-51	E	Bell Helicopter Textron Canada Limited	Rotorcraft: 206L, L-1, L-3, and L-4
2012-03-06	S 2011-15-10	Superior Air Parts, Lycoming Engines, and Continental Motors	Engine: Fuel injected reciprocating engines
2012-03-52	E	Mooney Aviation	M20TN and M20R
<b>Biweekly 2012-04</b>			
2012-03-01		Eurocopter Deutschland	Rotorcraft: EC135 helicopters
2012-03-07		Lycoming Engines	Engine: See AD
2012-03-11	S 2010-03-06	Turbomeca S.A.	Engine: Arriel 2B and 2B1 turboshaft engines
<b>Biweekly 2012-05</b>			
2010-11-09R1	R	Thielert Aircraft Engines GmbH	Engine: TAE 125-01 and TAE 125-02-99 reciprocating engines
2011-12-10	COR	Robinson Helicopter Company	R22, R22 Alpha, R22 Beta, and R22 Mariner helicopters; R44 and R44 II helicopters
2011-27-04	COR	Hawker Beechcraft Corporation	95-C55, D55, E55, 58, and 58A airplanes
2012-03-52		Mooney	M20R and M20TN airplanes
2012-04-03		BRP-Powertrain GmbH & Co. KG	912 S2 and 912 S3 reciprocating engines; 914 F2 reciprocating engines
<b>Biweekly 2012-06</b>			
2012-04-10		Burl A. Rogers	15AC and S15AC airplanes
2012-05-01		Eurocopter France	SA-365C, SA-365C1, SA-365C2, SA-365N, SA-365N1, AS-365N2, AS 365 N3, and SA-366G1 helicopters
2012-05-09	S 2012-03-52	Mooney Aviation	M20B, M20C, M20D, M20E, M20F, M20G, M20J, M20K, M20L, M20M, M20R, M20S, and M20TN airplanes

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Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; - See AD for additional information;			
<b>Biweekly 2012-07</b>			
2012-06-13		DG Flugzeugbau GmbH	Gliders: DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, DG-500/22 Elan, DG-500M, and DG-500MB
2012-06-16		Pilatus Aircraft	PC-6, PC-6-HI, PC-6-H2, PC-6/350, PC-6/350-HI, PC-6/350-H2, PC-6/A, PC-6/A-HI, 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/CI-H2
2012-07-01		Agusta S.p.A.	Rotorcraft: AB412
<b>Biweekly 2012-08</b>			
2011-18-52		Agusta S.p.A.	AB139 and AW139 helicopters
2012-02-51		Bell Helicopter Textron Canada Limited	206L, 206L-1, 206L-3, and 206L-4 helicopters
2012-06-15		DG Flugzeugbau GmbH	DG-500 Elan Orion, DG-500 Elan Trainer, DG-500/20 Elan, and DG-500/22 Elan sailplanes, DG-500M and DG-500MB powered sailplanes
2012-06-24		Sikorsky	S-92A helicopters
2012-07-09	S 2009-14-11	Turbomeca S.A.	Arrius 2F turboshaft engines
2012-08-01		Sikorsky	S-92A helicopters
<b>Biweekly 2012-09</b>			
2012-08-18		Turbomeca	Arriel 2B and 2B1 turboshaft engines
<b>Biweekly 2012-10</b>			
2012-10-02		Hawker Beechcraft	58, G58
2012-10-51	E	Eurocopter Deutschland GmbH	EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters
2012-10-52	E	Hartzell Engine Technologies	Appliance: Turbocharger HET P/N 406610-0005 or P/N 406610-9005, P/N 406610-0005 or P/N 406610-9005, P/N 409836-0005
2012-10-53	E S 2012-10-51	Eurocopter Deutschland GmbH	EC135 P1, EC135 P2, EC135 P2+, EC135 T1, EC135 T2, and EC135 T2+ helicopters
<b>Biweekly 2012-11</b>			
2012-10-01		Bell Helicopter Textron Canada Limited	427
2012-10-04		Cessna Aircraft Company	210G, T210G, 210H, T210H, 210J, T210J, 210K, T210K, 210L, T210L, 210M, T210M, 210N, T210N, P210N, 210R, T210R, P210R
2012-10-09	S 80-11-06	Piper Aircraft Inc	PA-31T, PA-31T1
2012-10-13	S 2011-25-51	Continental Motors Inc	TSIO-520-B, BB, D, DB, E, EB, J, JB, K, KB, N, NB, UB, VB; TSIO-550-K; TSIOF-550-K; IO-550-N



**FAA**  
**Aviation Safety**

## **AIRWORTHINESS DIRECTIVE**

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

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**2012-10-01 Bell Helicopter Textron Canada Limited (BHTC):** Amendment 39-17050; Docket No. FAA-2012-0084; Directorate Identifier 2010-SW-089-AD.

### **(a) Applicability**

This AD applies to Model 427 helicopters, serial numbers 56001 through 56084, certificated in any category.

### **(b) Unsafe Condition**

This AD defines the unsafe condition as an over-torque of the tailboom attachment bolt (bolt). This condition could result in bolt failure, loss of the tailboom, and subsequent loss of control of the helicopter.

### **(c) Effective Date**

This AD becomes effective June 29, 2012.

### **(d) Compliance**

You are responsible for performing each action required by this AD within the specified compliance time unless it has already been accomplished prior to that time.

### **(e) Required Actions**

(1) Within 150 hours time-in-service (TIS) or 90 days, whichever occurs first, replace the tailboom attachment hardware (attachment hardware) as follows:

(i) Remove the left upper bolt, washers, and nut.

(ii) Install a new bolt, part number (P/N) NAS627-27; washer, P/N 140-007-29S25E6; washer(s), P/N NAS1149G0732P; and new nut, P/N 42FLW-720 in accordance with paragraphs 5.a) through 5.d) of the Accomplishment Instructions in BHTC Alert Service Bulletin No. 427-10-31, dated March 1, 2010 (ASB).

(iii) Run the nut onto the threads of the mating bolt with a torque wrench and measure the existing tare torque. Any bolt and nut used must have a minimum tare torque value of 14 inch/lbs.

(iv) Torque the nut in accordance with paragraphs 5.f) and 5.g) of the ASB.

(v) Coat the bolt head, nut, and washers with appropriate corrosion preventive compound to seal the joint.

(vi) At each remaining attachment location, remove the bolt, washers, and nut, and install the attachment hardware in accordance with paragraphs (e)(1)(ii) through (e)(1)(v) of this AD.

(2) After installation of the new attachment hardware, at intervals of not less than 1 hour TIS but not exceeding 5 hours TIS, determine the torque of each nut until the torque stabilizes at each attachment location. Thereafter, at intervals not to exceed 300 hours TIS, determine the torque of each nut. When determining the torque, it is acceptable to use the minimum tare torque of 14 inch/lbs (1.58 Nm) added to the minimum torque range of 550-560 inch/lbs (62.1 to 63.3 Nm). If you remove

corrosion preventative compound during the torquing, recoat the bolt head, nut, and washers with appropriate corrosion preventive compound to seal the joint.

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

(1) The Manager, Safety Management Group, FAA, may approve AMOCs for this AD. Send your proposal to: Sharon Miles, Aviation Safety Engineer, Regulations and Policy Group, Rotorcraft Directorate, FAA, 2601 Meacham Blvd., Fort Worth, Texas 76137; telephone (817) 222-5110; email [sharon.y.miles@faa.gov](mailto:sharon.y.miles@faa.gov).

(2) For operations conducted under a 14 CFR part 119 operating certificate or under 14 CFR part 91, subpart K, we suggest that you notify your principal inspector, or lacking a principal inspector, the manager of the local flight standards district office or certificate holding district office, before operating any aircraft complying with this AD through an AMOC.

**(g) Additional Information**

The subject of this AD is addressed in Transport Canada AD CF-2010-32, dated September 30, 2010.

**(h) Subject**

Joint Aircraft Service Component (JASC) Code: 5302, Rotorcraft Tailboom.

**(i) Material Incorporated by Reference**

(1) You must use the specified portions of BHTC Alert Service Bulletin No. 427-10-31, dated March 1, 2010, to do the specified actions required by this AD. 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 Bell Helicopter Textron Canada Limited, 12,800 Rue de l'Avenir, Mirabel, Quebec J7J1R4; telephone (450) 437-2862 or (800) 363-8023; fax (450) 433-0272; or at <http://www.bellcustomer.com/files/>.

(3) You may review a copy of the referenced service information at the FAA, Office of the Regional Counsel, Southwest Region, 2601 Meacham Blvd., Room 663, Fort Worth, Texas 76137 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 Fort Worth, Texas, on May 10, 2012.

Kim Smith,  
Manager, Rotorcraft Directorate,  
Aircraft Certification Service.



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**2012-10-04 Cessna Aircraft Company (Cessna):** Amendment 39-17053; Docket No. FAA-2012-0534; Directorate Identifier 2012-CE-015-AD.

**(a) Effective Date**

This AD is effective June 5, 2012.

**(b) Affected ADs**

None.

**(c) Applicability**

This AD applies to the following Cessna model airplanes listed in paragraphs (c)(1) through (c)(13) of this AD, certificated in any category:

- (1) 210G: Serial numbers (S/Ns) 21058819 through 21058936,
- (2) T210G: S/Ns T210-0198 through T210-0307,
- (3) 210H: S/Ns 21058937 through 21059061,
- (4) T210H: S/Ns T210-0308 through T210-0392,
- (5) 210J: S/Ns 21059062 through 21059199,
- (6) T210J: S/Ns 21058140, and T210-0393 through T210-0454,
- (7) 210K and T210K: S/Ns 21059200 through 21059502,
- (8) 210L and T210L: S/Ns 21059503 through 21061041, and 21061043 through 21061573,
- (9) 210M and T210M: S/Ns 21061042, 21061574 through 21062954,
- (10) 210N and T210N: S/Ns 21062955 through 21064897,
- (11) P210N: S/Ns P21000001 through P21000834,
- (12) 210R and T210R: S/Ns 21064898 through 21065009, and
- (13) P210R: S/Ns P21000835 through P21000874.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 57, Wings.

**(e) Unsafe Condition**

This AD was prompted by reports of cracks found in the wing lower main spar caps on the affected airplanes with cantilever metal wings. We are issuing this AD to prevent structural failure of the wing with consequent loss of control.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Inspection of the Left Wing and the Right Wing**

(1) For airplanes with 10,000 hours time-in-service (TIS) or more as of June 5, 2012, (the effective date of this AD), do the following in accordance with Cessna Single Engine Service Letter SEL-57-01, Revision 1, dated May 9, 2012:

(i) Before further flight after June 5, 2012 (the effective date of this AD), do an external visual inspection of the outer skin underneath the main spar cap fitting between wing station (WS) 25.25 and WS 45.00 for cracks.

(ii) If no cracks are found during the inspection required in paragraph (g)(1)(i) of this AD, within the next 5 hours TIS after June 5, 2012 (the effective date of this AD), do an internal visual inspection of the wing lower main spar caps between WS 25.25 and WS 45.00 for cracks.

(2) For airplanes with 5,000 hours TIS or more, but less than 10,000 hours TIS as of June 5, 2012 (the effective date of this AD), within the next 25 hours TIS after June 5, 2012 (the effective date of this AD), do an internal visual inspection of the wing lower main spar caps between WS 25.25 and WS 45.00 for cracks in accordance with Cessna Single Engine Service Letter SEL-57-01, Revision 1, dated May 9, 2012.

(3) For airplanes with less than 5,000 TIS as of June 5, 2012 (the effective date of this AD), when the airplane reaches 5,000 hours TIS or within the next 25 hours TIS after June 5, 2012 (the effective date of this AD), whichever occurs later, do an internal visual inspection of the wing lower main spar caps between WS 25.25 and WS 45.00 for cracks in accordance with Cessna Single Engine Service Letter SEL-57-01, Revision 1, dated May 9, 2012.

**(h) Corrective Action**

If cracks are found during the inspections required in paragraphs (g)(1)(i), (g)(1)(ii), (g)(2), or (g)(3) of this AD, before further flight after the inspection in which cracks are found, either replace the cracked part (spar cap, wing spar, or wing, as applicable) with a serviceable part that is found free of cracks or modify the spar cap, wing spar, or wing (as applicable) following a procedure approved for this AD by the FAA, Wichita Aircraft Certification Office (ACO).

**(i) Reporting Requirement**

Within 10 days after each inspection or 10 days after June 5, 2012 (the effective date of this AD), whichever occurs later, report the results of the inspections to the FAA, Wichita ACO, Attn: Gary D. Park, Aerospace Engineer, 1801 Airport Road, Room 100; fax: (316) 946-4107; email: WICHITA-COS@FAA.GOV. Include the following information in addition to the undated Attachment (titled Wing Lower Main Spar Cap Inspection Report) to Cessna Single Engine Service Letter SEL-57-01, Revision 1, dated May 9, 2012. Please identify AD 2012-10-04 in the subject line if submitted through email.

- (1) Hours TIS at time of inspection.
- (2) Installed wing modifications.
- (3) Approved gross weight increases.
- (4) Extended low altitude operations (i.e., pipe line survey, surface spotting, sight-seeing, etc.)
- (5) A description of any cracks detected.

**(j) Credit for Actions Accomplished in Accordance With Previous Service Information**

This paragraph provides credit for the actions required in paragraphs (g) and (h) of this AD if already done before June 5, 2012 (the effective date of this AD) following Cessna Single Engine Service Letter SEL-57-01, dated April 27, 2012.

### **(k) Paperwork Reduction Act Burden Statement**

A federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with a collection of information subject to the requirements of the Paperwork Reduction Act unless that collection of information displays a current valid OMB Control Number. The OMB Control Number for this information collection is 2120-0056. Public reporting for this collection of information is estimated to be approximately 5 minutes per response, including the time for reviewing instructions, completing and reviewing the collection of information. All responses to this collection of information are mandatory. Comments concerning the accuracy of this burden and suggestions for reducing the burden should be directed to the FAA at: 800 Independence Ave. SW., Washington, DC 20591, Attn: Information Collection Clearance Officer, AES-200.

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

(1) The Manager, Wichita ACO, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

### **(m) Related Information**

For more information about this AD, contact Gary D. Park, Aerospace Engineer, Wichita ACO, FAA, 1801 Airport Road, Wichita, KS 67209; phone: (316) 946-4123; fax: (316) 946-4107; email: WICHITA-COS@FAA.GOV.

### **(n) Material Incorporated by Reference**

(1) You must use Cessna Single Engine Service Letter SEL-57-01, Revision 1, dated May 9, 2012, (includes the undated Attachment titled Wing Lower Main Spar Cap Inspection Report) to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Cessna Aircraft Company, Customer Support Service, P.O. Box 7706, Wichita, Kansas 67277; telephone: (316) 517-5800; fax (316) 517-7271; Internet: [www.cessnasupport.com](http://www.cessnasupport.com).

(3) You may review copies of the referenced service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(4) You may also review copies of the service information that is incorporated by reference 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](http://www.archives.gov/federal-register/cfr/ibr_locations.html).

Issued in Kansas City, Missouri, on May 11, 2012.

John Colomy,  
Acting Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2012-10-09 Piper Aircraft, Inc. (Type Certificate Previously Held by The New Piper Aircraft Inc.):** Amendment 39-17058; Docket No. FAA-2012-0251; Directorate Identifier 2012-CE-002-AD.

**(a) Effective Date**

This airworthiness directive (AD) is effective June 29, 2012.

**(b) Affected ADs**

This AD supersedes AD 80-11-06, Amendment 39-3776 (45 FR 35309, May 27, 1980).

**(c) Applicability**

This AD applies to the airplanes identified in paragraphs (c)(1) and (c)(2) of this AD, certificated in any category.

(1) Model PA-31T airplanes, serial numbers 31T-7820001, 31T-7820002, 31T-7820003, 31T-7820004, 31T-7820005, 31T-7820006, 31T-7820007, 31T-7820008, 31T-7820009, 31T-7820010, 31T-7820011, 31T-7820012, 31T-7820013, 31T-7820014, 31T-7820015, 31T-7820016, 31T-7820017, 31T-7820018, 31T-7820019, 31T-7820020, 31T-7820021, 31T-7820022, 31T-7820023, 31T-7820024, 31T-7820025, 31T-7820026, 31T-7820027, 31T-7820028, 31T-7820029, 31T-7820030, 31T-7820031, 31T-7820032, 31T-7820033, 31T-7820034, 31T-7820035, 31T-7820036, 31T-7820037, 31T-7820038, 31T-7820039, 31T-7820040, 31T-7820041, 31T-7820042, 31T-7820043, 31T-7820044, 31T-7820045, 31T-7820046, 31T-7820047, 31T-7820048, 31T-7820049, 31T-7820050, 31T-7820051, 31T-7820052, 31T-7820053, 31T-7820054, 31T-7820055, 31T-7820056, 31T-7820057, 31T-7820058, 31T-7820059, 31T-7820060, 31T-7820061, 31T-7820062, 31T-7820063, 31T-7820064, 31T-7820065, 31T-7820066, 31T-7820067, 31T-7820068, 31T-7820069, 31T-7820070, 31T-7820071, 31T-7820072, 31T-7820073, 31T-7820074, 31T-7820075, 31T-7820076, 31T-7820077, 31T-7820078, 31T-7820079, 31T-7820080, 31T-7820081, 31T-7820082, 31T-7820083, 31T-7820084, 31T-7820085, 31T-7820086, 31T-7820087, 31T-7820088, 31T-7820089, 31T-7820090, 31T-7820091, 31T-7820092; and

(2) Model PA-31T1 airplanes, serial numbers 31T-7804001, 31T-7804002, 31T-7804003, 31T-7804004, 31T-7804005, 31T-7804006, 31T-7804007, 31T-7804008, 31T-7804009, 31T-7804010, 31T-7804011, 31T-7904001, 31T-7904002, 31T-7904003, 31T-7904004, 31T-7904005, 31T-7904006, 31T-7904007, 31T-7904008, 31T-7904009, 31T-7904010, 31T-7904011, 31T-7904012, 31T-7904013, 31T-7904014, 31T-7904015, 31T-7904016, 31T-7904017, 31T-7904018, 31T-7904019, 31T-7904020, 31T-7904021, 31T-7904022, 31T-7904023, 31T-7904024, 31T-7904025, 31T-7904026, 31T-7904027, 31T-7904028, 31T-7904029, 31T-7904030, 31T-7904031, 31T-7904032, 31T-7904033, 31T-7904034, 31T-7904035, 31T-7904036, 31T-7904037, 31T-7904038, 31T-7904039, 31T-7904040, 31T-7904041, 31T-7904042, 31T-7904043, 31T-7904044, 31T-7904045, 31T-7904046, 31T-7904047, 31T-7904048, 31T-7904049, 31T-7904050, 31T-7904051, 31T-7904052, 31T-7904053, 31T-7904056, 31T-7904057.

**(d) Subject**

Joint Aircraft System Component (JASC)/Air Transport Association (ATA) of America Code 1100, Placards and Markings.

**(e) Unsafe Condition**

This AD was prompted by reports that some owner/operators of the affected airplanes modified the aircraft data plate in error because of confusion in the serial number applicability. We are issuing this AD to correct the unsafe condition on these products.

**(f) Compliance**

Comply with this AD within the compliance times specified, unless already done.

**(g) Inspect the Aircraft Data Plate**

Within the next 100 hours after June 29, 2012 (the effective date of this AD), inspect the markings on the aircraft data plate. Do the inspection following Part I of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1235, dated November 3, 2011.

(1) If the aircraft data plate is correctly marked, make a logbook entry showing compliance with this AD, and no further action is required.

(2) If the aircraft data plate is incorrectly marked, continue with paragraphs (h) and (i) of this AD.

**(h) Modify the Aircraft Data Plate**

Before further flight after the inspection required in paragraph (g) of this AD, modify the aircraft data plate following Part II of Piper Aircraft, Inc. Mandatory Service Bulletin No. 1235, dated November 3, 2011.

**(i) Detailed Aircraft Records Search**

Before further flight after the modification required in paragraph (h) of this AD:

(1) Do a detailed search of the aircraft maintenance records and documents to include, but not limited to, ADs, special airworthiness information bulletins (SAIBs), service bulletins (SBs), and other service documents; installed supplemental type certificates (STCs) and parts manufacturing approval (PMAs); and instructions for continued airworthiness (ICAs). Each document found must be assessed to ensure proper actions have been made to maintain airworthiness as affected by the model number of the aircraft. Part 135 operators and other operators utilizing FAA-approved maintenance programs will need to address changes to their inspection programs and related documents.

Note 1 to paragraph (i)(1) of this AD: Although some of the above documents may not be mandatory for compliance, it is still necessary to evaluate them to ensure that any voluntary compliance does not negatively affect the airworthiness of the airplane.

(2) Identify all discrepant conditions for misidentified aircraft and coordinate with the geographic Flight Standards District Office (FSDO) and the Atlanta Aircraft Certification Office (ACO) to determine necessary corrective actions. Also, coordinate with the geographic FSDO to arrange for revisions to the airworthiness certificate, registration, and other potential document/certificate revisions. The following is a list of example discrepant conditions that may be found during the records search:

(i) An AD was complied with that was applicable to the incorrect model, but not applicable to the corrected model.

(ii) A required AD for the corrected model was not complied with.

(iii) A maintenance action was performed that was recommended, but not mandatory, for the incorrect model, but not applicable to the corrected model.

(iv) A PMA part was installed that was applicable for the incorrect model, but not for the corrected model.

(v) An STC was installed that was applicable for the incorrect model, but not for the corrected model.

(vi) An STC was installed that was applicable for both the incorrect and corrected model, but all related, applicable ADs for the corrected model were not complied with.

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

(1) The Manager, Atlanta Aircraft Certification Office (ACO), has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the manager of the ACO, send it to the attention of the person identified in the Related Information section of this AD.

(2) Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office.

(3) AMOCs approved for AD 80-11-06 (45 FR 35309, May 27, 1980), are approved as AMOCs for this AD.

#### **(k) Related Information**

For more information about this AD, contact Gregory "Keith" Noles, Aerospace Engineer, FAA, Atlanta ACO, 1701 Columbia Avenue, College Park, Georgia 30337; phone: (404) 474-5551; fax: (404) 474-5606; email: gregory.noles@faa.gov.

#### **(l) Material Incorporated by Reference**

(1) You must use Piper Aircraft, Inc. Mandatory Service Bulletin No. 1235, dated November 3, 2011, to do the actions required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference (IBR) under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Piper Aircraft, Inc., 926 Piper Drive, Vero Beach, Florida 32960; telephone: (772) 567-4361; Internet: [www.piper.com](http://www.piper.com).

(3) You may review copies of the service information at the FAA, Small Airplane Directorate, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the FAA, call (816) 329-4148.

(4) You may also review copies of the service information that is incorporated by reference 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](http://www.archives.gov/federal-register/cfr/ibr_locations.html).

Issued in Kansas City, Missouri, on May 14, 2012.

Earl Lawrence,  
Manager, Small Airplane Directorate,  
Aircraft Certification Service.



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**2012-10-13 Continental Motors, Inc. (formerly Teledyne Continental Motors, formerly Continental):** Amendment 39-17062; Docket No. FAA-2011-1341; Directorate Identifier 2011-NE-41-AD.

**(a) Effective Date**

This AD is effective June 8, 2012.

**(b) Affected ADs**

This AD supersedes AD 2011-25-51, Amendment 39-16891 (76 FR 77382, December 13, 2011).

**(c) Applicability**

This AD applies to Continental Motors, Inc. (CMI) TSIO-520-B, BB, D, DB, E, EB, J, JB, K, KB, N, NB, UB, VB; TSIO-550-K; TSIOF-550-K; IO-550-N (Turbo-normalized only; STC SE10589SC); with a starter adapter part number (P/N) 642085A17; 642085A18; 642085A19; 642085A20; 642085A22; 642085-1A1, R-642085A17; R-642085A18; R-642085A19; or R-642085A22 installed, where the engine was manufactured before November 20, 2011, or, where a new or rebuilt starter adapter was installed before November 20, 2011.

**(d) Unsafe Condition**

This AD was prompted by two additional reports received of fractures in starter adapter gear shafts in certain additional P/N CMI starter adapters since we issued AD 2011-25-51 (76 FR 77382, December 13, 2011). We are issuing this AD to prevent starter adapter gear shaft failure which could cause oil scavenge pump failure and engine in-flight shutdown.

**(e) Compliance**

Comply with this AD within the compliance times specified, unless already done.

(1) For starter adapters with less than 75 hours of total time-in-service (TIS) on the effective date of this AD, before further flight, replace the starter adapter with a starter adapter eligible for installation.

(2) For starter adapters with between 75 and 100 hours of total TIS, inclusive on the effective date of this AD, within the next 10 hours of engine operation, or before exceeding 100 hours TIS, whichever occurs first, replace the starter adapter with a starter adapter eligible for installation.

(3) For starter adapters with more than 100 hours of total TIS on the effective date of this AD, no further action is required.

**(f) Definition**

For the purpose of this AD, a starter adapter eligible for installation is:

(1) A starter adapter with one of the P/Ns listed in this AD that has a vibro-peened manufacturer code below the ink stamped P/N on the starter adapter, or

(2) A starter adapter with one of the P/Ns listed in this AD that has more than 100 hours total TIS.

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

The Manager, Atlanta Certification Office, may approve AMOCs for this AD. Use the procedures found in 14 CFR 39.19 to make your request.

**(h) Related Information**

(1) For further information about this AD, contact: Anthony Holton, Aerospace Engineer, Atlanta Certification Office, FAA, Small Airplane Directorate, 1701 Columbia Avenue, Atlanta, GA 30337; phone: 404-474-5567; fax: 404-474-5606; email: anthony.holton@faa.gov.

(2) CMI Mandatory Service Bulletin No. MSB11-4B, dated April 4, 2012, pertains to this AD.

(3) For copies of the service information referenced in this AD, contact: Continental Motors, Inc., PO Box 90, Mobile, AL 36601; phone: 251-438-3411, or go to: <http://tcmlink.com/servicebulletins.cfm>. You may review copies of the referenced service information at the FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA. For information on the availability of this material at the FAA, call 781-238-7125.

Issued in Burlington, Massachusetts, on May 16, 2012.

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