



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

BIWEEKLY 2009-11

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

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Federal Aviation Administration
Regulatory Support Division
Delegation and Airworthiness Programs Branch, AIR-140
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SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS

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

Biweekly 2009-01

2008-17-51		MD Helicopters, Inc	Rotorcraft: MD900
2008-26-01	S 2008-11-17	Air Tractor, Inc	See AD
2008-26-02	S 2006-06-51	General Electric Company	Engine: CT7-8A
2008-26-05		Bombardier-Rotax GmbH	Engine: 914 F
2008-26-10		Cessna	See AD
2008-26-11		Piper	See AD
2008-26-12		Aircraft Industries a.s	Sailplane: L 23 Super Blanik

Biweekly 2009-02

No Small Aircraft ADs were issued during Biweekly 2009-02.

Biweekly 2009-03

2009-01-11		Turbomeca	Engine: Arriel 2B and 2B1
2009-02-02		Polskie Zaklady Lotnicze Spolka zo.o	PZL M26 01
2009-02-03		Lycoming Engines, SeeAD	Engine: See AD

Biweekly 2009-04

No Small Aircraft ADs were issued during Biweekly 2009-04.

Biweekly 2009-05

2008-02-08	S 2006-21-11	Turbomeca	Engine: Turmo IV A and IV C
2009-03-04		Turbomec	Engine: Arriel 1E2, 1S, and 1S1
2009-03-05		Pratt Whitney Canada	Engine: PW206A, PW206B, PW206B2, PW206C, PW206E, PW207C, PW207D, and PW207E
2009-04-01		Wytownia Sprzetu Komunikacyjnego	Engine: PZL-10W
2009-04-04		Cessna	401, 401A, 401B, 402, 402A, 402B
2009-04-05		Cessna	182Q and 182R
2009-04-08		BURKHART GROB LUFT- UND RAUMFAHRT GmbH & CO KG	Glider: G103 TWIN II, G103A TWIN II ACRO, G103C TWIN III ACRO, G 103 C TWIN III
2009-04-09	S 2008-11-10	Viking Air Limite	DHC-6-1, DHC-6-100, DHC-6-200, and DHC-6-300
2009-04-14		PILATUS AIRCRAFT LTD	PC-12/47E
2009-05-01	S 2007-04-12	Gippsland Aeronautics Pty. Ltd	GA8
2009-05-05		Avidyne Corporation	Primary Flight Displays
2009-05-06		Embraer	EMB-500

Biweekly 2009-06

2009-05-07	S 2008-06-17	Pilatus Aircraft Ltd	PC-12, PC-12/45, PC-12/47, PC-12/47E
2009-05-12		Cessna	208 and 208B

Biweekly 2009-07

2009-05-08		Trimble or Freeflight Systems	Appliance: Global positioning system (GPS)
2009-05-09		Bell Helicopter Textron, Inc.	Rotorcraft: 412, 412EP, 412CF
2009-06-01		Eurocopter France	Rotorcraft: EC 155B and EC155B1
2009-06-07		Agusta S.p.A.:	Rotorcraft: AB139 and AW139
2008-07-51	E	Bell Helicopter Textron Canada	Rotorcraft: 206A, 206B, and 206L and 407 and 427
2009-07-52	E, S 2009-07-52	Bell Helicopter Textron Canada	Rotorcraft: 206A, 206B, and 206L and 407 and 427
2009-07-53	E	Sikorsky Aircraft	Rotorcraft: S-92A

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 2009-08			
2006-08-08 R1	R	Air Tractor, Inc.	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2009-07-08		Piper	PA-46-350P and PA46R-350T
2009-07-09		DORNIER Luftfahrt GmbH	228-100, Dornier 228-101, Dornier 228-200, Dornier 228-201, Dornier 228-202, and Dornier 228-212
2009-07-13		MD Helicopters, Inc.	Rotorcraft: MD900
2009-07-14		Diamond Aircraft Industries GmbH	DA 40
2009-08-03	S 2007-19-52	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A, 206B, 206L, 206L-1, 206L-3, 206L-4, 222, 222B, 222U, 230, 407, 427, and 430
2009-08-05		Liberty Aerospace Incorporated	XL-2
Biweekly 2009-09			
2009-07-52	FR	Bell Helicopter Textron Canada Limited	Rotorcraft: 206A series, 206B series, and 206L
2009-08-08		Turbomeca	Engine: Arriel 1B, 1D, and 1D1, Arriel 2B, and 2B1
2009-08-09		EADS SOCATA	TBM 700
2009-08-10	S 2009-04-14	Pilatus Aircraft Ltd	PC-12/47E
2009-08-11		Pilatus Aircraft Ltd	PC-12 and PC-12/45
2009-09-51	E	EUROCOPTER FRANCE	Rotorcraft: EC225LP
Biweekly 2009-10			
2009-07-53	FR	Sikorsky Aircraft Corporation	Rotorcraft: S-92A
2009-09-03		Turbomeca S.A.	Engine: Arriel 2B and 2B1
2009-09-04		EADS-PZL	PZL-104 WILGA 80
2009-09-09		Cessna	LC40-550FG, LC41-550FG, LC42-550FG
Biweekly 2009-11			
2009-10-04	S 2007-17-06	Diamond Aircraft	DA 40, DA 40F
2009-10-09		Cessna	See AD
2009-10-14		Hartzell	Propeller: See AD
2009-11-05	S 2008-10-12	Air Tractor, Inc.	AT-400, AT-400A, AT-402A, AT-402B, AT-502, AT-502A, AT-502B, AT-503A, AT-602, AT-802, AT-802A



2009-10-04 Diamond Aircraft Industries GmbH: Amendment 39-15899; Docket No. FAA-2009-0240; Directorate Identifier 2009-CE-015-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 17, 2009.

Affected ADs

(b) This AD supersedes AD 2007-17-06, Amendment 39-15164.

Applicability

(c) This AD applies to the following airplanes that:

(1) are certificated in any category; and

(2) are not equipped with a nose landing gear (NLG) leg part number (P/N) D41-3223-10-00-1 or higher (-2, -3, etc.).

Model	Serial Nos. (S/N)
DA 40	All S/Ns beginning with 40.006.
DA 40F	All S/Ns beginning with 40.F001. All S/Ns beginning with 40.FC001.

Subject

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

Reason

(e) The mandatory continuing airworthiness information (MCAI) states:

A case was reported where the NLG leg of a DA 40 aircraft failed in the area of the nose gear leg pivot axle. The affected airplane was mostly operated on grass runways and used for training operations. The investigation showed that the failure was due to a fatigue crack that had developed in the pivot axle. Subsequent material inspections determined that these cracks may also develop on other aircraft, depending on the type of operation.

This condition, if not detected and corrected, could lead to further cases of NLG failure, possibly causing damage to the aircraft and injuries to occupants. To address and correct

this unsafe condition, ACG issued AD A-2005-005 to require repetitive inspections of the NLG leg and, in case cracks are found, replacement of the NLG leg with a serviceable unit. Since that AD was issued, Diamond Aircraft Industries developed a redesigned NLG leg which is not affected by the cracking phenomenon addressed by AD A-2005-005.

For the reasons described above, this EASA AD retains the requirements of ACG AD A-2005-005, which is superseded, and excludes aircraft from the applicability that have the improved NLG leg installed.

Actions and Compliance

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

(1) Inspect the nose landing gear (NLG) leg for cracks within the next 12 months after September 25, 2007 (the effective date retained from AD 2007-17-06), or within the next 200 hours time-in-service (TIS) after September 25, 2007 (the effective date retained from AD 2007-17-06), whichever occurs later. Do the inspection following Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/1, No. MSBD4-046/1, dated April 25, 2007, or Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/3, No. MSBD4-046/3, dated November 17, 2008.

(2) If any cracks are found during the inspection required in paragraph (f)(1) of the AD or during any inspection required in paragraph (f)(2)(ii) or (f)(3) of this AD, replace the NLG leg before further flight. Do the replacement following Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/1, No. MSBD4-046/1, dated April 25, 2007; or Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/3, No. MSBD4-046/3, dated November 17, 2008.

(i) Replacing a NLG leg with a part number (P/N) D41-3223-10-00-1 or higher (-2, -3, etc.) terminates the repetitive inspections required in this AD.

(ii) Replacing a NLG leg with a P/N D41-3223-10-00 requires repetitive inspections as specified in paragraph (f)(3) of this AD until a P/N D41-3223-10-00-1 or higher (-2, -3, etc.) is installed.

(3) If no cracks are found during the inspection required in paragraph (f)(1) of this AD or a cracked NLG leg is replaced with a P/N D41-3223-10-00 NLG leg, repetitively inspect thereafter at intervals not to exceed 12 months or 200 hours TIS, whichever occurs later, until a P/N D41-3223-10-00-1 or higher (-2, -3, etc.) is installed. Do these repetitive inspections following Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/3, No. MSBD4-046/3, dated November 17, 2008.

(i) If a repetitive inspection occurs before June 17, 2009 (the effective date of this AD), then you may use Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/1, No. MSBD4-046/1, dated April 25, 2007.

(ii) All inspections that occur after June 17, 2009 (the effective date of this AD), must be done following Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/3, No. MSBD4-046/3, dated November 17, 2008.

(4) After installing a P/N D41-3223-10-00-1 or higher (-2, -3, etc.) as a replacement part, installing a NLG leg P/N D41-3223-10-00 is no longer allowed.

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 Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Sarjapur Nagarajan, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4145; fax: (816) 329-4090. 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. 2009-0016, dated January 22, 2009; Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/1, No. MSBD4-046/1, dated April 25, 2007; and Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/3, No. MSBD4-046/3, dated November 17, 2008, for related information.

Material Incorporated by Reference

(i) You must use Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/1, No. MSBD4-046/1, dated April 25, 2007; and Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/3, No. MSBD4-046/3, dated November 17, 2008, 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 Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/3, No. MSBD4-046/3, dated November 17, 2008, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On September 25, 2007 (72 FR 46549, August 21, 2007), the Director of the Federal Register previously approved the incorporation by reference of Diamond Aircraft Industries GmbH Mandatory Service Bulletin No. MSB40-046/1, No. MSBD4-046/1, dated April 25, 2007.

(3) For service information identified in this AD, contact Diamond Aircraft Industries GmbH, N.A. Otto-Strabe 5, A-2700 Wiener Neustadt; fax: 43-2622-26620; or e-mail: support@diamond-air.at.

(4) You may review copies of the service information incorporated by reference for this AD at the FAA, Central Region, Office of the Regional Counsel, 901 Locust, Kansas City, Missouri 64106. For information on the availability of this material at the Central Region, call (816) 329-3768.

(5) You may also review copies of the service information incorporated by reference for this AD 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.

Issued in Kansas City, Missouri, on May 1, 2009.
Scott A. Horn,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.



2009-10-09 Cessna Aircraft Company: Amendment 39-15904; Docket No. FAA-2007-27747; Directorate Identifier 2007-CE-030-AD.

Effective Date

(a) This AD becomes effective on June 17, 2009.

Affected ADs

(b) None.

Applicability

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

Models	Serial Numbers
(1) 150F	15061533 through 15064532
(2) 150G	15064533 through 15064969 and 15064971 through 15067198
(3) 150H	15067199 through 15069308 and 649
(4) 150J	15069309 through 15071128
(5) 150K	15071129 through 15072003
(6) 150L	15072004 through 15075781
(7) 150M	15075782 through 15079405
(8) A150K	A1500001 through A1500226
(9) A150L	A1500227 through A1500432 and A1500434 through A1500523
(10) A150M	A1500524 through A1500734 and 15064970
(11) F150F	F150-0001 through F150-0067
(12) F150G	F150-0068 through F150-0219
(13) F150H	F150-0220 through F150-0389
(14) F150J	F150-0390 through F150-0529
(15) F150K	F15000530 through F15000658
(16) F150L	F15000659 through F15001143

(17) F150M	F15001144 through F15001428
(18) FA150K	FA1500001 through FA1500081
(19) FA150L	FA1500082 through FA1500261
(20) FA150M	FA1500262 through FA1500336
(21) 152	15279406 through 15286033
(22) A152	A1520735 through A1521049, A1500433, and 681
(23) F152	F15201429 through F15201980
(24) FA152	FA1520337 through FA1520425

Unsafe Condition

(d) Aircraft in full conformity with type design can exceed the travel limits set by the rudder stops. We are issuing this AD to prevent the rudder from traveling past the normal travel limit. Operation in this non-certificated control position is unacceptable and could cause undesirable consequences, such as contact between the rudder and the elevator.

Compliance

(e) To address this problem, you must do either the actions in option 1 or option 2 of this AD, unless already done:

Action	Compliance	Procedures
<p>(1) <u>Option 1</u>: For all airplanes that do not have modification kits part number (P/N) SK152-25A or P/N SK152-24A installed, do the following:</p> <p>(i) Insert the following text into the Limitations section of the FAA-approved airplane flight manual (AFM), and pilots operating handbook (POH): “INTENTIONAL SPINS AND OTHER ACROBATIC/AEROBATIC MANEUVERS PROHIBITED PER AD 2009-10-09.” NOTE: THIS AD DOES NOT PROHIBIT PERFORMING INTENTIONAL STALLS.”</p> <p>(ii) Fabricate a placard (using at least 1/8-inch letters) with the following words and install the placard on the instrument panel within the pilot’s clear view: “INTENTIONAL SPINS AND OTHER ACROBATIC/AEROBATIC MANEUVERS PROHIBITED PER AD 2009-10-09.”</p> <p>(iii) The AFM and POH limitations in paragraph (e)(1)(i) of the AD and the placard in paragraph (e)(1)(ii) of this AD may be removed after either paragraph (e)(2)(i) or paragraph (e)(2)(ii) of this AD is done.</p>	<p>Within the next 100 hours time-in-service (TIS) after June 17, 2009 (the effective date of this AD), or within the next 12 months after June 17, 2009 (the effective date of this AD), whichever occurs first.</p>	<p>A person authorized to perform maintenance as specified in 14 CFR section 43.3 of the Federal Aviation Administration Regulations (14 CFR 43.3) is required to make the AFM and POH changes, fabricate the placard required in paragraph (e)(1)(i) of this AD, and make an entry into the aircraft logbook showing compliance with the portion of the AD per compliance with 14 CFR 43.9.</p>
<p>(2) <u>Option 2</u>: Install a rudder stop modification kit:</p> <p>(i) For airplanes with a forged bulkhead:</p> <p>(A) Replace the rudder stops, rudder stop bumpers, and attachment hardware with the new rudder stop modification kit P/N SK152-25A; and</p> <p>(B) Replace safety wire with jamnuts.</p> <p>(ii) For airplanes with a sheet metal bulkhead:</p> <p>(A) Replace the rudder stops, rudder stop bumpers, and attachment hardware with the new rudder stop modification kit P/N SK152-24A; and</p> <p>(B) Replace safety wire with jamnuts.</p>	<p>Within the next 100 hours TIS June 17, 2009 (the effective date of this AD), or within the next 12 months after June 17, 2009 (the effective date of this AD), whichever occurs first.</p>	<p>Follow Cessna Aircraft Company Service Bulletin SEB01-1, dated January 22, 2001; and, as applicable, either Cessna Aircraft Company Service Kit SK152-25A, Revision A, dated February 9, 2001, or Cessna Aircraft Company Service Kit SK152-24A, Revision A, dated March 9, 2001.</p>

(f) Kit P/Ns SK152-24 and SK152-25, which are listed in SEB01-1, were superseded by kit P/Ns SK152-24A and SK152-25A. Cessna has not revised the service bulletin to reflect the new P/Ns. The kit P/Ns SK 152-24 and SK152-25 would automatically be filled with P/Ns SK152-24A and SK152-25A, respectively.

(1) The P/N SK 152-24 kit does not address the unsafe condition because the nutplate in the kit can not be used due to rivet spacing on the aft bulkhead. In addition, a note was added to kit P/N SK152-24A stating "some airplanes in this serial range may have a forged bulkhead installed after leaving the factory. Service Kit SK152-25A or later revision must be used to modify these airplanes." The kit P/N SK152-25 does not address the unsafe condition because there was an error in a washer P/N. This error was corrected in the kit P/N SK152-25A kit. Therefore, kit P/Ns SK152-24 and SK152-25 are not allowed for installation for this AD.

(2) If you previously had a kit P/N SK152-24 or SK152-25 installed and you choose to use the kit installation option, the kit P/N SK152-24A or SK152-25A, as applicable, must be installed.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, FAA, ATTN: Ann Johnson, Aerospace Engineer, FAA, Wichita Aircraft Certification Office, 1801 Airport Road, Room 100, Wichita, Kansas 67209; telephone: (316) 946-4105; 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.

Material Incorporated by Reference

(h) If you choose to comply with this AD using paragraph (e)(2) of this AD, you must use Cessna Aircraft Company Service Bulletin SEB01-1, dated January 22, 2001; and, as applicable, either Cessna Aircraft Company Service Kit SK152-25A, Revision A, dated February 9, 2001; or Cessna Aircraft Company Service Kit SK152-24A, Revision A, dated March 9, 2001, 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 Cessna Aircraft Company, Product Support, P.O. Box 7706, Wichita, KS 67277; telephone: (316) 517-5800; fax: (316) 517-7271; Internet: <http://www.cessna.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.

Issued in Kansas City, Missouri, on May 5, 2009.

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



2009-10-14 Hartzell Propeller Inc.: Amendment 39-15910. Docket No. FAA-2009-0114;
 Directorate Identifier 2009-NE-03-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective June 4, 2009.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Hartzell Propeller Inc. steel hub turbine propellers listed in Table 1 of this AD, with any counterweight slug attachment bolts, part number (P/N) B-3386-14H, LFC manufacturing lot 224, installed. These propellers are installed on, but not limited to, the airplanes listed in Table 1 of this AD.

Table 1 – Propeller Models Applicability

Propeller Model	Airplane Manufacturer	Airplane Model
HC-B3TN-5K	AERO COMMANDER	680T, 680V, 681
HC-B3TN-5DL, -5FL, -5NL	AERO COMMANDER	690(A, B, C), 695A
HC-A3MVF-7B	AEROSPACE TECHNOLOGIES	N22B, N24A, N22S, N22C
HC-A3VF-7, -7B	AEROSPACE TECHNOLOGIES	N22B, N24A, N22S, N22C
HC-B5MP-3A, -3C	AIR TRACTOR	AT-502A
HC-B5MP-3C	AIR TRACTOR	AT-503, 602
HC-B5MA-3D(T)	AIR TRACTOR	AT-802
HC-B5MP-3F	AIR TRACTOR	AT-802
HC-B5MA-5A	ANTONOV	AN-38
HC-B3TN-5V	AYRES	S-2R
HC-B4TN-5NL, -5PL	AYRES	S-2R(-1340), -G(5, 6, 10), -R3S, -R1820, -T(6, 11, 15, 34, 45, 65)

HC-B5MP-3C	AYRES	S-2R(HG)-T65
HC-B3TN-3AE	AYRES	S-2R-T()
HC-B3TN-5K	BAE (JETSTEAM)	137
HC-B4MP-3A	BEECH	1900C
HC-B4MP-3B	BEECH	300, 300LW
HC-B3TF-7A	BEECH	A36, A36TC
HC-B4MP-3C	BEECH	B300, B300C
HC-B4MN-5AL	CASA	C-212-CC, -CF
HC-B3TF-7A	CESSNA	206
HC-B3TF-7	CESSNA	402
HC-B3MN-3	CESSNA	208, 208A, 208B
HC-B3TN-3AEY, -3AF	CESSNA	208, 208A, 208B
HC-B3TF-7A	CESSNA	P210N
HC-B3TN-3AEY	DE HAVILLAND CANADA	DHC-3
HC-B4TN-5NL	DE HAVILLAND CANADA	DHC-3
HC-B5MA-3M	DE HAVILLAND CANADA	DHC-4
HC-B4TN-5ML	DORNIER	DO228-100, -101, -200, -201, -202, -212
HC-B4TN-5L	DORNIER	DO228-200, -201, -202, -212
HC-B5MA-3(J, M, C)	DOUGLAS	DC-3C
HC-B5MA-2	EMBRAER	EMB-314
HC-B4TN-5EL, -5HL, -5KL	FAIRCHILD AIRCRAFT	SA-226T(B)
HC-B3TF-7, -7A	FLUG & FAHRZEUGWERKE AG	AS202/32TP
HC-B3TF-7A	FUJI	KM-2D (T-5)
HC-B5MP-5	GRUMMAN	S-2
HC-B5MA-5H	GRUMMAN	S-2F3AT
HC-3BTF-7A	MAULE	M-7-420, MX(T)-7-420
HC-B4TN-5DL, -5GL, -5JL	MITSUBISHI	MU-2B-25A, -26A, -30, -35A, -36A, -40 (MU-2P), -60 (MU-2N)
HC-B5MP-3(A)	NORD	262 FRAKES
HC-B5MP-3C	NORMAN AEROPLANE	NAC 6-65

HC-B5MP-3D	POLISH AVIATION (MIELEC)	M-28, -28B
HC-B5MP-3G	POLISH AVIATION (MIELEC)	M-28B
HC-B3TN-5U	PZL MIELEC	M18
HC-B4TN-5NL	PZL MIELEC	M18
HC-B5MP-5BL	PZL MIELEC	M18
HC-B5MP-3C	PZL MIELEC	M18, M18A, M18B
HC-B4MN-5B	ROCKWELL	OV-10 (LEFT SIDE)
HC-B4MN-5BL	ROCKWELL	OV-10 (RIGHT SIDE)
HC-B5MP-3A	SHORT BROTHERS	SD3-30
HC-B5MP-3C	SHORT BROTHERS	SD3-60-200, SD3-SHERPA- 200
HC-B3TF-7A	SIAI MARCHETTI (AERMACCHI)	F.260C, D
HC-B3TF-7A	SIAI MARCHETTI (AERMACCHI)	SM-1019
HC-B3TF-7A	SIAI MARCHETTI (VULCANAIR)	SF600 CANGURO
HC-B5MP-3(F)	THRUSH AIRCRAFT	S-2R-T660
HC-B3TN-5FL, -5NL	TWIN COMMANDER	690A, 690B, 690C
HC-B3TF-7A	VALMET	L-90TP
HC-B3TF-7A	VUCANAIR (PARTENAVIA)	AP68TP-300, -600

Unsafe Condition

(d) This AD results from two reports of failure of the bolts that attach the propeller blade counterweight slug, and separation of the counterweight slug which led to propeller vibration and damage to the propeller spinner. Investigation by Hartzell Propeller Inc. revealed that the bolts failed due to a bolt manufacturing defect. We are issuing this AD to prevent separation of the propeller blade counterweight slug, which could lead to injury and damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within 50 flight hours after the effective date of this AD, unless the actions have already been done.

Identification and Removal of All Propeller Blade Counterweight Slug Bolts, P/N B-3386-14H, LFC Manufacturing Lot 224, From Service, and Installation of Serviceable Bolts

(f) Identify and remove all propeller blade counterweight slug bolts, P/N B-3386-14H, LFC manufacturing lot 224, from service, and install serviceable bolts.

(g) Use paragraphs 3.A.(1) through 3.A.(4)(b)5 of the Accomplishment Instructions of Hartzell Propeller Inc. ASB No. HC-ASB-61-313, Revision 2, dated March 27, 2009, to do the identification, removals from service, and installations.

Definition

(h) For the purpose of this AD, a serviceable propeller blade counterweight slug bolt is a P/N B-3386-14H bolt with an LFC manufacturing lot other than lot 224.

Alternative Methods of Compliance

(i) 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

(j) Contact Tim Smyth, Senior Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018-4696; e-mail: timothy.smyth@faa.gov; telephone (847) 294-8110; fax (847) 294-7132, for more information about this AD.

Material Incorporated by Reference

(k) You must use Hartzell Propeller Inc. ASB No. HC-ASB-61-313, Revision 2, dated March 27, 2009, 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 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, 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>.

Issued in Burlington, Massachusetts, on May 8, 2009.
Peter A. White,
Assistant Manager, Engine and Propeller Directorate,
Aircraft Certification Service.



2009-11-05 Air Tractor, Inc.: Amendment 39-15915; Docket No. FAA-2009-0473; Directorate Identifier 2009-CE-027-AD.

Effective Date

(a) This AD becomes effective on June 1, 2009.

Affected ADs

(b) This AD supersedes AD 2008-10-12; Amendment 39-15518.

Applicability

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

Models	Serial Nos.
AT-400, AT-400A, AT-402, AT-402A, and AT-402B	-0001 through -1175.
AT-502, AT-502A, AT-502B, and AT-503A	-0001 through -2597.
AT-602	-0001 through -1141.
AT-802 and AT-802A	-0001 through -0227.

Unsafe Condition

(d) This AD is the result of a report of a Model AT-602 airplane with a crack completely through the gusset that was installed as required in AD 2008-10-12. We are issuing this AD to detect and correct cracks in the engine mount, which could result in failure of the engine mount. Such failure could lead to separation of the engine from the airplane.

Compliance

(e) Inspect the engine mount as follows using the service information in paragraph (i) of this AD:

Models	Compliance time without Gussets installed	Compliance time with Gussets installed
(1) For all Models AT-400, AT-400A, AT-402, AT-402A, AT-402B, AT-502, AT-502B, and AT-503A airplanes	<p>Initially and repetitively as follows:</p> <p>(i) With less than 5,000 hours time-in-service (TIS) on the airplane: <i>Initially</i> within the next 12 months after June 12, 2008 (the effective date of AD 2008-10-12). Repetitively thereafter at intervals not to exceed every 12 months until accumulating 5,000 hours TIS;.</p> <p>(ii) With 5,000 hours TIS or more on the airplane: <i>Initially upon accumulating 5,000 hours TIS</i> on the airplane or within the next 10 hours TIS after June 1, 2009 (the effective date of this AD), or within the next 100 hours TIS from the last inspection performed, whichever occurs later. Repetitively thereafter at intervals not to exceed every 100 hours TIS.</p>	<p>Initially and repetitively as follows:</p> <p>(A) With less than 5,000 hours TIS on the airplane: <i>Initially within the next 12 months</i> after June 1, 2009 (the effective date of this AD). Repetitively thereafter at intervals not to exceed every 12 months until accumulating 5,000 hours TIS;</p> <p>(B) With 5,000 hours TIS or more on the airplane: <i>Initially upon accumulating 5,000 hours TIS</i> on the airplane or within the next 10 hours TIS after June 1, 2009 (the effective date of this AD), or within the next 100 hours TIS from the last inspection performed, whichever occurs later. Repetitively thereafter at intervals not to exceed every 100 hours TIS.</p>
(2) AT-502A	<p>(i) With less than 5,000 hours TIS on the airplane: <i>Initially upon accumulating 1,300 hours TIS</i> on the airplane or within the next 100 hours TIS after June 12, 2008 (the effective date of AD 2008-10-12), whichever occurs later. Repetitively thereafter at intervals not to exceed every 100 hours TIS.</p> <p>(ii) With 5,000 hours TIS or more on the airplane: <i>Initially upon accumulating 5,000 hours TIS</i> on the airplane or within the next 10 hours TIS after June 1, 2009 (the effective date of this AD), or within the next 100 hours TIS from the last inspection performed, whichever occurs later. Repetitively thereafter at intervals not to exceed every 100 hours TIS.</p>	<p>(i) With less than 5,000 hours TIS on the airplane: <i>Initially upon accumulating 1,300 hours TIS</i> on the airplane or within the next 100 hours TIS after June 1, 2009 (the effective date of this AD), whichever occurs later. Repetitively thereafter at intervals not to exceed every 100 hours TIS.</p> <p>(ii) With 5,000 hours TIS or more on the airplane: <i>Initially upon accumulating 5,000 hours TIS</i> on the airplane or within the next 10 hours TIS after June 1, 2009 (the effective date of this AD), or within the next 100 hours TIS from the last inspection performed, whichever occurs later. Repetitively thereafter at intervals not to exceed every 100 hours TIS.</p>

(3) AT-602, AT-802, and AT-802A	<p>(i) With less than 5,000 hours TIS on the airplane: <i>Initially upon accumulating 1,300 hours TIS on the airplane or within the next 100 hours TIS after August 10, 2007 (the effective date of AD 2007-13-17), whichever occurs later. Repetitively thereafter at intervals not to exceed every 300 hours TIS.</i></p> <p>(ii) With 5,000 hours TIS or more on the airplane: <i>Initially upon accumulating 5,000 hours TIS on the airplane or within the next 10 hours TIS after June 1, 2009 (the effective date of this AD), or within the next 100 hours TIS from the last inspection performed, whichever occurs later. Repetitively thereafter at intervals not to exceed every 100 hours TIS.</i></p>	<p>(i) With less than 5,000 hours TIS on the airplane: <i>Initially upon accumulating 1,300 hours TIS on the airplane or within the next 100 hours TIS after June 1, 2009 (the effective date of this AD), whichever occurs later. Repetitively thereafter at intervals not to exceed every 300 hours TIS.</i></p> <p>(ii) With 5,000 hours TIS or more on the airplane: <i>Initially upon accumulating 5,000 hours TIS on the airplane or within the next 10 hours TIS after June 1, 2009 (the effective date of this AD), or within the next 100 hours TIS from the last inspection performed, whichever occurs later. Repetitively thereafter at intervals not to exceed every 100 hours TIS.</i></p>
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(f) For all airplanes: Before further flight after any inspection required by paragraph (e)(1), (e)(2), and (e)(3) of this AD where crack damage is found, replace with a new engine mount or repair the engine mount.

(1) If choosing repair, return cracked mounts to Air Tractor, Inc. for repair or obtain FAA-approved written repair instructions coordinated with Air Tractor, Inc. before starting the repair.

(2) Contact Air Tractor, Inc., P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; fax: (940) 564-5612; Internet: <http://www.airtractor.com>, for specific FAA-approved repair/replacement instructions.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, Fort Worth Airplane Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. Send information to ATTN: Andy McAnaul, Aerospace Engineer, ASW-150, FAA San Antonio MIDO-43, 10100 Reunion Place, Suite 650, San Antonio, Texas 78216; phone: (210) 308-3365; fax: (210) 308-3370. 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 2008-10-12 are not approved for this AD.

Material Incorporated by Reference

(i) You must use Snow Engineering Co. Service Letter 253, Rev. C, dated April 17, 2008, to do the actions required by this AD, unless the AD specifies otherwise.

(1) As of June 12, 2008 (73 FR 25967), the Director of the Federal Register approved the incorporation by reference of Snow Engineering Co. Service Letter 253, Rev. C, dated April 17, 2008, under 5 U.S.C. 552(a) and 1 CFR part 51.

(2) For service information identified in this AD, contact Air Tractor Inc., P.O. Box 485, Olney, Texas 76374; telephone: (940) 564-5616; fax: (940) 564-5612.

(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.

Issued in Kansas City, Missouri, on May 15, 2009.

Scott A. Horn,
Acting Manager, Small Airplane Directorate,
Aircraft Certification Service.