

AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

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

www.faa.gov/aircraft/safety/alerts/

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2006-06-16 Lycoming Engines (Formerly Textron Lycoming): Amendment 39-14525. Docket No. FAA-2005-23269; Directorate Identifier 2005-NE-50-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective April 27, 2006.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Lycoming Engines AEIO-360, IO-360, O-360, LIO-360, and LO-360 series reciprocating engines, manufactured new or rebuilt, overhauled, or that had a crankshaft installed after March 1, 1999. These engines are installed on, but not limited to, the following aircraft:

Engine model	Manufacturer	Aircraft model
AEIO-360-A1B6	Moravan	Z242L Zlin
	Scottish Avia	Bulldog
	Valmet	L-70 Vinka
AEIO-360-A1E6	Integrated Systems	Omega
IO-360-A1B6	Aircraft Manufacturing Factory	Mushshak
	Beech	C-24R Sierra or 200 Sierra
	Cessna	R-G Cardinal
	Korean Air	Chang Gong-91
	Lake	LA-4-200 Buccaneer
	Mooney	M-20-J
	Partenavia	P-68 Series Observer
	Saab	MFI-15 Safari or MFI-17 Supporter
	Scottish Avia	Bulldog
	Socata	TB-200
IO-360-A1B6D	Cessna	R-G Cardinal
	Mooney	M-201
	Siai Marchetti	S-205
IO-360-A3B6	Mooney	M-201
	Mod Works	Trophy 212 Conversion

Engine model	Manufacturer	Aircraft model
IO-360-A3B6D	Mooney	M20J-201
IO-360-C1C6	Piper	PA-28R-201 Arrow
	Ruschmeyer	MF-85
IO-360-B1G6	American	Blimp
IO-360-C1G6	Zeppelin	Blimp
IO-360-C1E6	Piper	PA-34-200 Seneca I
LO-360-A1G6D	Beech	76 Duchess
LO-360-A1H6	Piper	PA-44-180 Seminole
O-360-A1F6	Cessna	177 Cardinal
O-360-A1F6D	Cessna	177 Cardinal
O-360-A1G6D	Beech	76 Duchess
O-360-A1H6	Piper	PA-44-180
O-360-E1A6D	Piper	PA-44-180
O-360-F1A6	Cessna	C-172RG Cutlass RG
IO-360-C1D6	Sold as a spare engine.	
LIO-360-C1E6	Sold as a spare engine.	
LO-360-E1A6d	Sold as a spare engine.	
LIO-360-C1D6	Sold as a spare engine.	

Unsafe Condition

(d) This AD results from a crankshaft failure in a Lycoming LO-360-A1H6 reciprocating engine. We are issuing this AD to prevent failure of the crankshaft, which could result in total engine power loss, in-flight engine failure, and possible loss of the aircraft.

Compliance

(e) You are responsible for having the actions required by this AD performed within 50 hours time-in-service or 6 months after the effective date of this AD, whichever is earlier, unless the actions have already been done.

(f) If Lycoming Engines manufactured new, rebuilt, overhauled, or replaced the crankshaft in your engine before March 1, 1999, and you haven't had the crankshaft replaced, no further action is required.

(g) If Table 1 of Supplement No. 1 to Lycoming Mandatory Service Bulletin (MSB) No. 566, dated November 30, 2005, lists your engine serial number (SN), use Table 2 of Supplement No. 1 to verify if your crankshaft SN is listed.

(h) If Table 1 of Supplement No. 1 to Lycoming MSB No. 566, dated November 30, 2005, does not list your engine SN, use Table 2 of Supplement No. 1 to verify if your crankshaft SN is listed, if an affected crankshaft was installed as a replacement.

(i) If Table 2 of Supplement No. 1 to Lycoming Engines MSB No. 566, dated November 30, 2005, lists your crankshaft SN, replace the crankshaft with a crankshaft that is not listed in Table 2 of Supplement No. 1 to Lycoming MSB No. 566, dated July 11, 2005.

(j) The engine and crankshaft SNs listed in Table 1 and Table 2 of Supplement No.1 to Lycoming Engines MSB No. 566 are different from the engine and crankshaft SNs affected by Lycoming MSBs No. 552, No. 553 and No. 566; and ADs 2002-19-03 and 2005-19-11.

Prohibition Against Installing Certain Crankshafts

(k) After the effective date of this AD, do not install any crankshaft that has a SN listed in Table 2 of Supplement No. 1 to Lycoming MSB No. 566, dated November 30, 2005, into any engine.

Alternative Methods of Compliance

(l) The Manager, New York 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

(m) None.

Material Incorporated by Reference

(n) You must use Lycoming Engines Supplement No. 1 to Mandatory Service Bulletin No. 566, dated November 30, 2005, to perform the crankshaft replacements 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 Lycoming, 652 Oliver Street, Williamsport, PA 17701; telephone (570) 323-6181; fax (570) 327-7101, or go on the Internet at <http://www.Lycoming.Textron.com> for a copy of this service information. You may review copies at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the Internet at <http://dms.dot.gov>, 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 March 15, 2006.

Peter A. White,

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