



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

**BIWEEKLY 2006-12**

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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Oklahoma City, OK 73125-0460  
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## 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 2006-01</b>			
2005-26-10		Engine Components Inc.	Appliance: 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
<b>Biweekly 2006-02</b>			
2001-08-14R1	R 2001-08-14	Turbomeca S.A.	Engine: Arrius Models 2B, 2B1, and 2F
2005-24-10		American Champion Aircraft Corp.	7ECA, 7GCAA, 7GCBC, 8KCAB, and 8GCBC, 7AC, 7ACA, S7AC, 7BCM, 7CCM, S7CCM, 7DC, S7DC, 7EC, S7EC, 7ECA, 7FC, 7GC, 7GCA, 7GCAA, 7GCB, 7GCBA, 7GCBC, 7HC, 7JC, 7KC, 7KCAB, 8KCAB, and 8GCBC
2005-26-53		Pacific Aerospace Corporation Ltd.	750XL
2006-01-05	S 87-12-05	Honeywell International Inc.	Engine: T5309, T5311, T5313B, T5317A, T5317A-1, and T5317B series turboshaft, T53-L-9, T53-L-11, T53-L-13B, T53-L-13BA, T53-L-13B S/SA, T53-L-13B S/SB, T53-L-13B/D, and T53-L-703 series turboshaft
2006-01-11		Cessna	208 and 208B
2006-02-51	E	Raytheon	390
<b>Biweekly 2006-03</b>			
2006-02-08		Turbomeca	Engine: Arriel 1B, 1D, 1D1, and 1S1
2006-02-12		DG Flugzeugbau GmbH and Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-100, DG-400, DG-500 Elan Series, and DG-500M
2006-02-51	FR	Raytheon	390
<b>Biweekly 2006-04</b>			
2006-02-12	COR	Glaser-Dirks Flugzeugbau GmbH	Sailplane: DG-100, DC-400, DG-500 Elan, and DG-500M
2006-03-08		Aero Advantage	Appliance: Vacuum Pumps
2006-03-17		Polskie Zakłady Lotnicze	PZL M26 01
<b>Biweekly 2006-05</b>			
2006-04-15		Turbomeca	Engine: Turbomeca Artouste III B, Artouste III B1, and Artouste III D turboshaft
<b>Biweekly 2006-06</b>			
2006-01-11 R1	R 2006-01-11	Cessna	208 and 208B
2006-05-05		MT-Propeller Entwicklung GmbH	Propeller: MT, MTV-1, MTV-2, MTV-3, MTV-5, MTV-6, MTV-7, MTV-9, MTV-10, MTV-11, MTV-12, MTV-14, MTV-15, MTV-17, MTV-18, MTV-20, MTV-21, MTV-22, MTV-24, and MTV-25
2006-06-01		Eurocopter France	Rotorcraft: EC 155B and B1
2006-06-02		Eurocopter France	Rotorcraft: SA-365N, SA365N1, AS-365N2, and SA-366G1
2006-06-06	S 2005-07-01	Cessna	208 and 208B
2006-06-51	E	General Electric	Engine: CT7-8A

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

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<b>Biweekly 2006-07</b>			
2005-13-09	COR	GROB-WERKE	G120A
2006-06-16		Lycoming Engines	Engine: AEIO-360-A1B6, AEIO-360-A1E6, IO-360-A1B6, IO-360-A1B6D, IO-360-A3B6, IO-360-A3B6D, IO-360-C1C6, IO-360-B1G6, IO-360-C1G6, IO-360-C1E6, LO-360-A1G6D, LO-360-A1H6, O-360-A1F6, O-360-A1F6D, O-360-A1G6D, O-360-A1H6, O-360-E1A6D, O-360-F1A6, IO-360-C1D6, LIO-360-C1E6, LO-360-E1A6d, LIO-360-C1D6
2006-06-17		Turbomeca	Engine: Arriel 1B, 1D, and 1D1 certain turboshaft
2006-07-06		Cirrus Design Corporation	SR20, SR22
<b>Biweekly 2006-08</b>			
2006-06-06	COR	Cessna	208 and 208B
	S 2005-07-01		
2006-07-15	S 2003-07-01	Thrush Aircraft Inc.	S-2R, S2R-G1, S2R-R1820, S2R-T15, S2R-T34, S2R-G10, S2R-G5, S2R-G6, S2RHG-T65, S2R-R1820, S2R-T34, S2R-T45, S2R-T65, 600 S2D, S-2R, S2R-R1340, S2R-R3S, S2R-T11, S2R-G1, S2R-G10, S2R-T34, S2R-G1, S2R-G10, S2R-G6, S2RHG-T34, S2R-T15, S2R-T34, S2R-T45, S-2R
2006-07-20		Turbomeca	Engine: Makila 1 A2 turboshaft
2006-08-01	S 97-24-09	BURKHART GROB LUFT-UND RAUMFAHRT GMBH & CO. KG	Sailplane: G 103 C Twin III SL
2006-08-06		Eurocopter France	Rotorcraft: SA-360C, SA-365C, SA-365C1, and SA-365C2
<b>Biweekly 2006-09</b>			
2002-11-05-R1	R 2002-11-05	Air Tractor	AT-501
2006-06-51	FR	General Electric	Engine: CT7-8A
2006-07-15	COR	Thrush Aircraft Inc.	S-2R, S2R-G1, S2R-R1820, S2R-T15, S2R-T34, S2R-G10, S2R-G5, S2R-G6, S2RHG-T65, S2R-R1820, S2R-T34, S2R-T45, S2R-T65, 600 S2D, S-2R, S2R-R1340, S2R-R3S, S2R-T11, S2R-G1, S2R-G10, S2R-T34, S2R-G1, S2R-G10, S2R-G6, S2RHG-T34, S2R-T15, S2R-T34, S2R-T45, S-2R
	S 2003-07-01		
2006-08-07		Brantly Helicopter	Rotorcraft: B-2, B-2A, and B-2B
2006-08-08		Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2006-08-09		Air Tractor	AT-802A
2006-08-11		Pilatus	PC-12 and PC-12/45
2006-08-12	S 2001-24-51	MD Helicopters	Rotorcraft: 600N
2006-08-13		Pratt & Whitney Canada	Engine: PW535A
<b>Biweekly 2006-10</b>			
2002-11-05-R1	COR	Air Tractor	AT-501
	R 2002-11-05		
2006-08-08	COR	Air Tractor	AT-400, AT-401, AT-401B, AT-402, AT-402A, and AT-402B
2006-08-09	COR	Air Tractor	AT-802 and AT-802A
2006-09-10		Eurocopter France	Rotorcraft: SA-365 N1, AS-365 N2, N3, SA 366 G1, and EC-155B and B1
<b>Biweekly 2006-11</b>			
2006-01-11 R1	COR	Cessna	208 and 208B
	R 2006-01-11		
2006-06-06	COR	Cessna	208 and 208B
	S 2005-07-01		
2006-10-21		Engine Components Inc.	Appliance: See AD

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

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**Biweekly 2006-12**

2003-21-09 R1	R 2003-21-09	Eurocopter France	Rotorcraft: AS355E, F, F1, F2, and N
2006-11-14		Sikorsky	Rotorcraft: S-92A
2006-11-16	S 98-22-11	Honeywell International Inc.	Engine: T5311A, T5311B, T5313B, T5317A, T5317A-1, and T5317B series, T53-L-11B, T53-L-11D, T53-L-13B, T53-L-13B/D, and T53-L-703 series turboshaft
2006-11-17		Eurocopter France	Rotorcraft: AS350B, BA, B1, B2, B3, C, D, and D1
2006-11-18		Pacific Aerospace Corporation Ltd.	750XL
2006-11-19		DORNIER LUFTFAHRT GmbH	228-100, 228-101, 228-200, 228-201, 228-202, and 228-212
2006-12-07	S 2005-26-10	Engine Components Inc.	Appliance: See AD

**BW 2006-12**

**EUROCOPTER FRANCE  
AIRWORTHINESS DIRECTIVE  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2003-21-09 R1 Eurocopter France:** Amendment 39-14621. Docket No. 2003-SW-10-AD. Revises AD 2003-21-09, Amendment 39-13344, Docket No. 2003-SW-10-AD.

**Applicability**

Model AS355E, F, F1, F2, and N helicopters, with a main gear box (MGB) lubrication pump (pump), part number (P/N) 355A32-0700-01, with a serial number (S/N) 5731 or higher or with a S/N below 5731 if the pump has been overhauled or repaired after June 1, 1995, certificated in any category.

**Compliance**

Required as indicated, unless accomplished previously.

To prevent failure of the MGB pump, seizure of the MGB, loss of drive to an engine and main rotor, and subsequent loss of control of the helicopter, accomplish the following:

(a) Before the first flight of each day and at intervals not to exceed 10 hours time-in-service (TIS), check the MGB magnetic chip detector plug (chip detector) for any sludge. Also, check for dark oil in the MGB oil-sight glass. An owner/operator (pilot) holding at least a private pilot certificate may perform this visual check and must enter compliance into the aircraft maintenance records in accordance with 14 CFR 43.11 and 91.417(a)(2)(v). "Sludge" is a deposit on the chip detector that is typically dark in color and in the form of a film or paste, as compared to metal chips or particles normally found on a chip detector. Sludge may have both metallic or nonmetallic properties, may consist of copper (pinion bearing), magnesium (pump case), and steel (pinion) from the oil pump, and a nonmetallic substance from the chemical breakdown of the oil as it interacts with the metal.

**Note 1:** Eurocopter France Alert Telex No. 05.00.40R1, dated November 27, 2002, and Alert Service Bulletin No. 05.00.40, dated November 16, 2004, pertain to the subject of this AD.

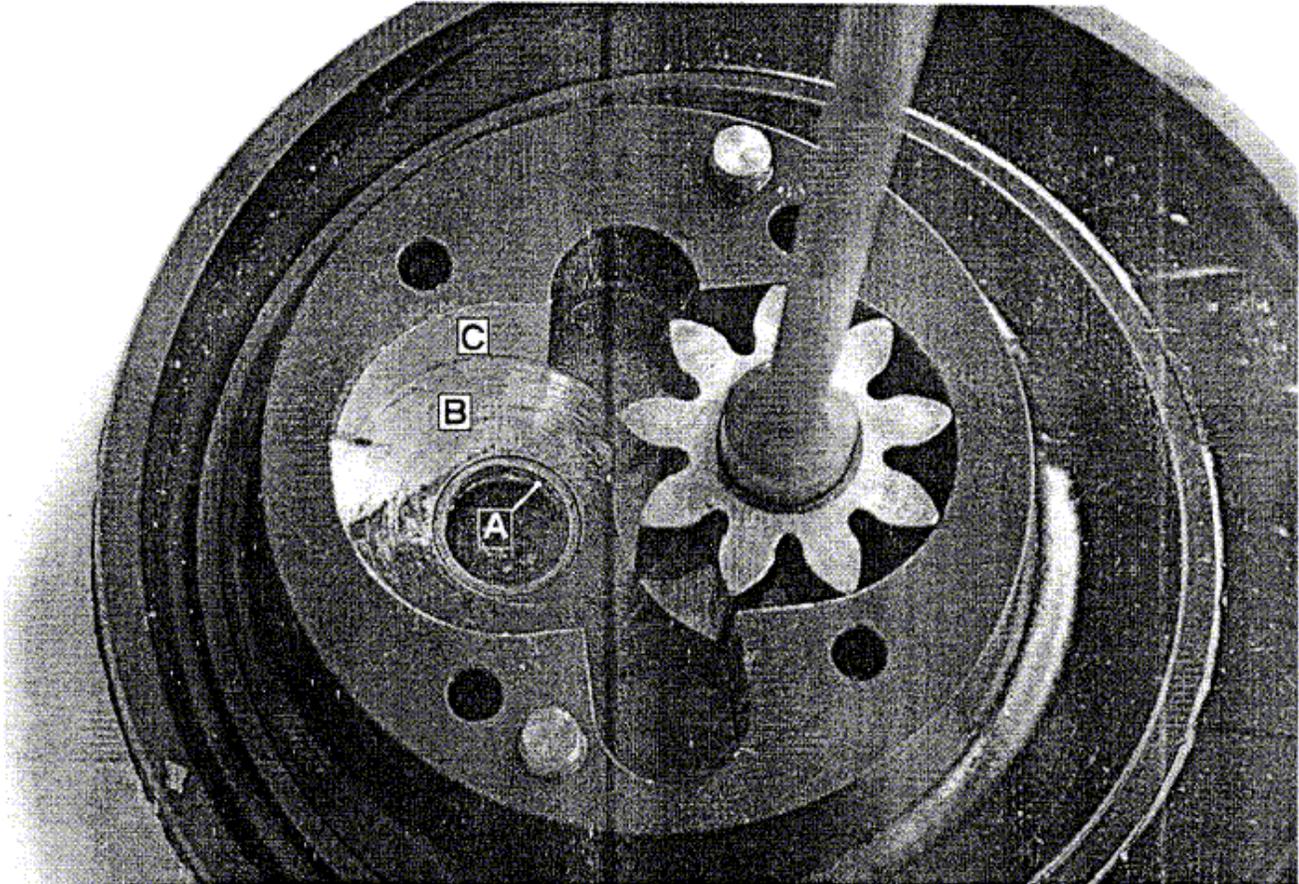
(b) Before further flight, if any sludge is found on the chip detector, inspect the pump.

(c) Before further flight, if the oil appears dark in color when it is observed through the MGB oil-sight glass, take an oil sample. If the oil taken in the sample is dark or dark purple, before further flight, inspect the pump.

(d) While inspecting the pump, if you find any of the following, replace the MGB and the pump with an airworthy MGB and pump before further flight:

- (1) Crank pin play,
- (2) Out of round bronze bushing (A of Figure 1),
- (3) Offset of the driven gear pinion,
- (4) Metal chips, or
- (5) Wear (C of Figure 1).

See the following Figure 1:



**Figure 1**

**Note 2:** If wear is present in the B area only as depicted in Figure 1, replacing the MGB and the pump is not required.

(e) Before installing a different MGB or a pump with any TIS, accomplish the requirements of paragraph (a) of this AD.

(f) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Safety Management Group, Rotorcraft Directorate, FAA, ATTN: Ed Cuevas, Fort Worth, Texas 76193-0111, telephone (817) 222-5355, fax (817) 222-5961, for information about previously approved alternative methods of compliance.

(g) This amendment becomes effective on July 6, 2006.

**Note 3:** The subject of this AD is addressed in Direction Generale De L'Aviation Civile (France) AD F-2002-331-071 R2, dated November 24, 2004.

Issued in Fort Worth, Texas, on May 24, 2006.

David A. Downey,

Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 06-5009 Filed 5-31-06; 8:45 am]

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**BW 2006-12**

**SIKORSKY  
AIRWORTHINESS DIRECTIVE  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2006-11-14 Sikorsky Aircraft Corporation:** Amendment 39-14618. Docket No. FAA-2006-24875; Directorate Identifier 2006-SW-03-AD.

**Applicability**

Model S-92A helicopters, with main transmission mounting bolt (bolt), part number (P/N) SS5211-10-47, installed, certificated in any category.

**Compliance**

Required as indicated.

To prevent failure of a bolt, which could result in loss of support of the main transmission and subsequent loss of control of the helicopter, accomplish the following:

(a) Within 100 hours time-in-service (TIS), unless accomplished within the last 500 hours TIS, open the No. 1 and No. 2 engine work platforms to gain access to the 8 bolts. Remove each bolt, one at a time, and visually inspect the bolt shank and threads for wear or corrosion in accordance with paragraphs 3.A.(6)(a) of the Accomplishment Instructions in Sikorsky Aircraft Corporation Alert Service Bulletin No. 92-63-003, dated February 1, 2006 (ASB). Reporting the condition of the mounting bolt, tagging the mounting bolt with location, and sending the removed mounting bolt and barrel nut to Sikorsky Aircraft Corporation are not required to satisfy the requirements of this AD.

(b) Before further flight, replace any bolt on which wear or corrosion is found, as well as the bolt barrel nut and cage, with an airworthy bolt, P/N SS5211-10-47, barrel nut, P/N RMLH2577-108, and cage, P/N NAS578-10B.

(c) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Boston Aircraft Certification Office, Engine and Propeller Directorate, FAA, ATTN: Wayne Gaulzetti, Aviation Safety Engineer, 12 New England Executive Park, Burlington, MA 01803, telephone (781) 238-7156, fax (781) 238-7170, for information about previously approved alternative methods of compliance.

(d) The inspections shall be done in accordance with the specified paragraphs of Sikorsky Aircraft Corporation Alert Service Bulletin No. 92-63-003, dated February 1, 2006. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Sikorsky Aircraft Corporation, Attn: Manager, Commercial Tech Support, 6900 Main Street, Stratford, Connecticut 06614, phone (203) 386-3001, fax (203) 386-5983. Copies may be inspected 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)*.

(e) This amendment becomes effective on June 15, 2006.

Issued in Fort Worth, Texas, on May 18, 2006.

Judy I. Carl,  
Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.  
[FR Doc. 06-4911 Filed 5-30-06; 8:45 am]  
BILLING CODE 4910-13-P

**BW 2006-12**

**HONEYWELL INTERNATIONAL INC.  
AIRWORTHINESS DIRECTIVE  
ENGINE  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2006-11-16 Honeywell International Inc. (formerly AlliedSignal, Inc., formerly Textron Lycoming, formerly Avco Lycoming):** Amendment 39-14620. Docket No. 98-ANE-72-AD.

**Effective Date**

(a) This AD becomes effective July 5, 2006.

**Affected ADs**

(b) This AD supersedes AD 98-22-11.

**Applicability**

(c) This AD applies to Honeywell International Inc., (formerly AlliedSignal, Inc., formerly Textron Lycoming, formerly Avco Lycoming) T5311A, T5311B, T5313B, T5317A, T5317A-1, and T5317B series turboshaft engines and Lycoming former military T53-L-11B, T53-L-11D, T53-L-13B, T53-L-13B/D, and T53-L-703 series turboshaft engines using Goodrich Pump & Engine Control Systems, Inc. (GPECS) (formerly Chandler Evans Control Systems) engine fuel control regulator assembly models TA-2S, TA-2G, TA-2F, TA-7, or TA-10.

(d) The T5311A, T5311B, T5313B, T5317A, T5317A-1, and T5317B turboshaft engines are installed on, but not limited to, Bell 204, 205, and Kaman K-1200 helicopters. Lycoming T53-L-11B, T53-L-11D, T53-L-13B, T53-L-13B/D, and T53-L-703 series turboshaft engines are installed on, but not limited to, Bell AH-1 and UH-1 helicopters certified under § 21.25 or 21.27 of the Code of Federal Regulations (14 CFR 21.25 or 14 CFR 21.27).

**Unsafe Condition**

(e) This AD results from several reports of loss of fuel flow from the engine fuel control regulator assembly due to failure of both main and secondary drive shaft and pump gear splines. We are issuing this AD to prevent in-flight engine failure and forced autorotation landing.

**Compliance**

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

### **Initial Visual and Dimensional Inspection**

(g) Within 150 flight hours after the effective date of this AD, do the following:

(1) Remove the fuel control regulator assembly from the engine and perform an initial visual and dimensional inspection of the fuel control regulator assembly main and secondary drive shaft and pump gear splines for wear.

(2) Use paragraphs 2.A. through 2.D.(7) and 2.E. through 2.F.(2) of the Accomplishment Instructions of Goodrich Pump & Engine Control Systems, Inc. (TA series) Service Bulletin (SB) No. 73-42, Revision 1, dated August 12, 2004 to do the inspection.

(3) Do not install any engine fuel control regulator assembly that fails inspection.

### **Repetitive Visual and Dimensional Inspections**

(h) Thereafter, within every 1,250 flight hours since-last-inspection, perform repetitive visual and dimensional inspections of the fuel control regulator assembly main and secondary drive shaft and pump gear splines for wear, as specified in paragraphs (g)(1) through (g)(3) of this AD.

### **Alternative Methods of Compliance**

(i) The Manager, Los Angeles 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) Honeywell International Inc. Service Bulletin No. T53-0138, Revision 1, dated May 5, 2005, also pertains to the subject of this AD.

### **Material Incorporated by Reference**

(k) You must use Goodrich Pump & Engine Control Systems, Inc. (TA series) Service Bulletin (SB) No. 73-42, Revision 1, dated August 12, 2004, to perform the inspections 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. You can get a copy from Goodrich Pumps & Engine Control Systems, P.O. Box 3306519, West Hartford, CT 06133, fax (860) 231-2718. You can review a copy 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>.

Issued in Burlington, Massachusetts, on May 23, 2006.

Thomas A. Boudreau,  
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.  
[FR Doc. 06-4908 Filed 5-30-06; 8:45 am]  
BILLING CODE 4910-13-P

**BW 2006-12**

**EUROCOPTER FRANCE  
AIRWORTHINESS DIRECTIVE  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2006-11-17 Eurocopter France:** Amendment 39-14622. Docket No. FAA-2006-23888; Directorate Identifier 2005-SW-03-AD.

**Applicability**

Model AS350B, BA, B1, B2, B3, C, D, and D1 helicopters, with a Geneva Aviation, Inc. (Geneva) P132 Console installed in accordance with Supplemental Type Certificate No. SH4747NM, certificated in any category.

**Compliance**

Required within 60 days, unless accomplished previously.

To prevent restricting full lateral movement of the cyclic control during high lateral center of gravity (CG) load operations in high cross winds and during slope takeoffs or landings, and subsequent loss of control of the helicopter, accomplish the following:

(a) Remove the Eurocopter France installed pilot (right-side) and co-pilot (left-side) cyclic control sticks in accordance with paragraph 2.1 of the Instructions section of Geneva Aviation, Inc. Service Bulletin GA107-7, dated June 14, 2005 (SB).

(1) Install Geneva-manufactured cyclic control sticks, part number (P/N) G12316-26 (right side) and P/N G12324-26 (left side), or

(2) For installations with a "Bendix" cyclic grip, which has a 90-degree bend at the top of the cyclic control stick, install Geneva-manufactured cyclic control sticks, P/N G12425-26 (right side) and P/N G12426-26 (left side).

(b) If the base of the cyclic grip has a flange to help support the pilot's hand, modify both the pilot and co-pilot cyclic control grips by removing a 3/8 inch section of the flange in accordance with paragraph 2.2 of the Instructions section of the SB.

(c) Modify the co-pilot cyclic control stand (receptacle) by installing a blind rivet in accordance with paragraph 2.3 of the Instructions section of the SB.

(d) To request a different method of compliance or a different compliance time for this AD, follow the procedures in 14 CFR 39.19. Contact the Manager, Seattle Aircraft Certification Office, FAA, ATTN: Vince Massey, 1601 Lind Ave., SW., Renton, Washington 98055-4056; telephone (425) 917-6475, fax (425) 917-6590, for information about previously approved alternative methods of compliance.

(e) Installing the cyclic stick and modifying the receptacle shall be done by following the specified portions of Geneva Service Bulletin GA107-7, dated June 14, 2005. The Director of the Federal Register approved this incorporation by reference in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Geneva Aviation, Inc., 20021-80th Ave. South, Kent, Washington 98032; telephone: (800) 546-2210; fax: (800) 546-2220. Copies may be inspected 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)*.

(f) This amendment becomes effective on July 7, 2006.

Issued in Fort Worth, Texas, on May 24, 2006.

Scott A. Horn,

Acting Manager, Rotorcraft Directorate, Aircraft Certification Service.

[FR Doc. 06-5003 Filed 6-1-06; 8:45 am]

BILLING CODE 4910-13-P

**BW 2006-12**

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

**2006-11-18 Pacific Aerospace Corporation Ltd.:** Amendment 39-14623; Docket No. FAA-2006-24081; Directorate Identifier 2006-CE-15-AD.

**Effective Date**

(a) This AD becomes effective on July 14, 2006.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD affects Model 750XL airplanes, serial numbers 110 through 120, that are certificated in any category.

**Unsafe Condition**

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for New Zealand. We are issuing this AD to detect and correct damaged wires on the left-hand (LH) and right-hand (RH) sides of the forward end of the cockpit center console, which could result in short-circuiting of the related wiring. This condition could lead to electrical failure of affected systems and potential fire in the cockpit.

**Compliance**

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

<b>Action</b>	<b>Compliance</b>	<b>Procedures</b>
(1) Inspect the condition of the insulation of the wiring adjacent to the electrical plugs mounted in the LH and RH sides of the forward end of the cockpit center console for signs of abrasion and arcing.	Within the next 50 hours time-in-service after July 14, 2006 (the effective date of this AD).	Follow Pacific Aerospace Corporation Mandatory Service Bulletin No. PACSB/XL/016, Issue 1, Date Issued: September 23, 2005.

Action	Compliance	Procedures
(2) If you find any evidence of abrasion or arcing during the inspection required in paragraph (e)(1) of this AD, replace the affected wire(s) and secure the wire(s) away from the back shells of the electrical plugs.	Before further flight after the inspection required in paragraph (e)(1) of this AD.	Follow Pacific Aerospace Corporation Mandatory Service Bulletin No. PACSB/XL/016, Issue 1, Date Issued: September 23, 2005.
(3) If you do not find any evidence of abrasion or arcing during the inspection required in paragraph (e)(1) of this AD, secure the wires away from the back shells of the electrical plugs.	Before further flight after the inspection required in paragraph (e)(1) of this AD.	Follow Pacific Aerospace Corporation Mandatory Service Bulletin No. PACSB/XL/016, Issue 1, Dated Issued: September 23, 2005.

### Alternative Methods of Compliance (AMOCs)

(f) The Manager, Standards Office, Small Airplane Directorate, Federal Aviation Administration (FAA), ATTN: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

### Related Information

(g) New Zealand AD No. DCA/750XL/6, Effective Date: December 1, 2005, also addresses the subject of this AD.

### Material Incorporated by Reference

(h) You must do the actions required by this AD following the instructions in Pacific Aerospace Corporation Mandatory Service Bulletin No. PACSB/XL/016, Issue 1, Date Issued: September 23, 2005. 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 Pacific Aerospace Corporation Ltd., Hamilton Airport, Private Bag HN 3027, Hamilton, New Zealand; telephone: 011 (64) 7-843-6144; facsimile: 011 (64) 7-843-6134. 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](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-2006-24081; Directorate Identifier 2006-CE-15-AD.

Issued in Kansas City, Missouri, on May 24, 2006.

David R. Showers,  
Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 06-5047 Filed 6-2-06; 8:45 am]

BILLING CODE 4910-13-P

**BW 2006-12**

**DORNIER LUFTFAHRT GMBH  
AIRWORTHINESS DIRECTIVE  
SMALL AIRCRAFT, ROTORCRAFT, GLIDERS, BALLOONS, & AIRSHIPS**

**2006-11-19 DORNIER LUFTFAHRT GmbH:** Amendment 39-14624; Docket No. FAA-2006-24095; Directorate Identifier 2006-CE-21-AD.

**Effective Date**

(a) This AD becomes effective on July 14, 2006.

**Affected ADs**

(b) None.

**Applicability**

(c) This AD affects Models 228-100, 228-101, 228-200, 228-201, 228-202, and 228-212 airplanes, all serial numbers, that are certificated in any category.

**Unsafe Condition**

(d) This AD results from mandatory continuing airworthiness information (MCAI) issued by the airworthiness authority for Germany. We are issuing this AD to detect, correct, and prevent chafed or damaged wires in the flight deck overhead panels, which could result in short-circuiting of related wiring. This condition could lead to electrical failure of affected systems and potential fire in the flight deck.

**Compliance**

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

<b>Actions</b>	<b>Compliance</b>	<b>Procedures</b>
(1) Inspect the wiring in the flight deck overhead panels (locations 5VE and 6VE) for chafing and damage.	Within the next 100 hours time-in-service after July 14, 2006 (the effective date of this AD). Repetitively inspect thereafter at intervals not to exceed 12 months.	Follow RUAG AOT Dornier 228, All Operators Telefax service information No. AOT-228-24-028, Date of Issue: November 9, 2005.

(2) If you find any chafed or damaged wires during any inspection required in paragraph (e)(1) of this AD, repair the affected wire(s) and assure correct installation of the wiring in the flight deck overhead panels by reattaching or replacing the wire tie attachment holders and securing any loose wires to the wire tie attachment holders with plastic wire ties.	Before further flight after each inspection required in paragraph (e)(1) of this AD. Continue with the repetitive inspections as specified in paragraph (e)(1) of this AD.	Follow RUAG AOT Dornier 228, All Operators Telefax service information No. AOT-228-24-028, Date of Issue: November 9, 2005.
(3) If you do not find any chafed or damaged wires during any inspection required in paragraph (e)(1) of this AD, assure correct installation of the wiring in the flight deck overhead panels by reattaching or replacing the wire tie attachment holders and securing any loose wires to the wire tie attachment holders with plastic wire ties.	Before further flight after each inspection required in paragraph (e)(1) of this AD. Continue with the repetitive inspections as specified in paragraph (e)(1) of this AD.	Follow RUAG AOT Dornier 228, All Operators Telefax service information No. AOT-228-24-028, Date of Issue: November 9, 2005.

### Alternative Methods of Compliance (AMOCs)

(f) The Manager, Standards Office, Small Airplane Directorate, FAA, ATTN: Karl Schletzbaum, Aerospace Engineer, FAA, Small Airplane Directorate, 901 Locust, Room 301, Kansas City, Missouri 64106; telephone: (816) 329-4146; fax: (816) 329-4090, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19.

### Related Information

(g) German AD Number D-2005-438, Effective Date: December 14, 2005, also addresses the subject of this AD.

### Material Incorporated by Reference

(h) You must do the actions required by this AD following the information in RUAG AOT Dornier 228, All Operators Telefax service information No. AOT-228-24-028, Date of Issue: November 9, 2005. 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 RUAG Services GmbH, P.O. Box 1253, D-82231 Wessling, Germany; telephone: (08153) 302506; fax: (08153) 304601. 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](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-2006-24095; Directorate Identifier 2006-CE-21-AD.

Issued in Kansas City, Missouri, on May 24, 2006.

David R. Showers,

Acting Manager, Small Airplane Directorate, Aircraft Certification Service.

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**BW 2006-12**

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

**2006-12-07 Engine Components Incorporated (ECi):** Amendment 39-14632. Docket No. FAA-2005-22358; Directorate Identifier 2005-NE-20-AD.

**Effective Date**

(a) This airworthiness directive (AD) becomes effective July 11, 2006.

**Affected ADs**

(b) This AD supersedes 2005-26-10, Amendment 39-14431.

**Applicability**

(c) This AD applies to Lycoming Engines (formerly Textron Lycoming) models 320, 360, and 540 series, parallel valve, reciprocating engines:

(1) Specified in Table 1 of this AD; and

(2) With ECi cylinder assemblies, part number (P/N) AEL65102 series "Classic Cast", having casting head markings EC 65099-REV-1; and

(3) With serial numbers (SNs) 1 through 9879 (SN may have an "L" prefix for a long reach spark plug), (sold from January 1997 to September 2001) installed.

(4) The set of numbers appearing on the cylinder, below and to the left of the SN, in the form of "12345-67" is not used for determining applicability.

**TABLE 1.—ENGINE MODELS**

<b>Cylinder head part No.</b>	<b>Installed on engine models</b>
AEL65102-NST04	O-320-A1B, A2B, A2C, A2D, A3A, A3B, B2B, B2C, B2D, B2E, B3B, B3C, C2B, C2C, C3B, C3C, D1A, D1AD, D1B, D1C, D1D, D1F, D2A, D2B, D2C, D2F, D2G, D2H, D2J, D3G, E1A, E1B, E1C, E1F, E1J, E2A, E2B, E2C, E2D, E2E, E2F, E2G, E2H, E3D, E3H. IO-320-A1A, A2A, B1A, B1B, B1C, B1D, B1E, B2A, D1A, D1AD, D1B, D1C, E1A, E1B, E2A, E2B. AEIO-320-D1B, D2B, E1A, E1B, E2A, E2B. AIO-320-A1A, A1B, A2A, A2B, B1B, C1B. LIO-320-B1A.
AEL65102-NST05	IO-320-C1A, C1B, C1F, F1A. LIO-320-C1A.
AEL65102-NST06	O-320-A1A, A2A, A2B, A2C, A3A, A3B, A3C, E1A, E1B, E2A, E2C, (also, an O-320 model with no suffix). IO-320-A1A, A2A.

<b>Cylinder head part No.</b>	<b>Installed on engine models</b>
AEL65102-NST07	IO-320-B1A, B1B. LIO-320-B1A.
AEL65102-NST08	O-320-B1A, B1B, B2A, B2B, B3A, B3B, B3C, C1A, C1B, C2A, C2B, C3A, C3B, C3C, D1A, D1B, D2A, D2B, D2C.
AEL65102-NST10	O-360-A1A, A1C, A1D, A2A, A2E, A3A, A3D, A4A, B1A, B1B, B2A, B2B, C1A, C1C, C1G, C2A, C2B, C2C, C2D, D1A, D2A, D2B. IO-360-B1A, B1B, B1C. HO-360-A1A, B1A, B1B. HIO-360-B1A, B1B. AEIO-360-B1B. O-540-A1A, A1A5, A1B5, A1C5, A1D, A1D5, A2B, A3D5, A4A5, A4B5, A4C5, A4D5, B1A5, B1B5, B1D5, B2A5, B2B5, B2C5, B2C5D, B4A5, B4B5, B4B5D, 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, A1D, A1F, A1F6, A1F6D, A1G, A1G6, A1G6D, A1H, A1H6, A1J, A1LD, A1P, A2A, A2D, A2F, A2G, A2H, A3A, A3AD, A3D, A4A, A4AD, A4D, A4G, A4J, A4JD, A4K, A4M, A4N, A4P, A5AD, B1A, B2C, C1A, C1C, C1E, C1F, C1G, C2A, C2B, C2C, C2D, C2E, C4F, C4P, D2A, F1A6, G1A6. HO-360-C1A. LO-360-A1G6D, A1H6. HIO-360-B1A, B1B, G1A. LTO-360-A1A6D. TO-360-A1A6D. IO-360-B1B, B1BD, B1D, B1E, B1F, B1F6, B1G6, B2E, B2F, B2F6, B4A, E1A, L2A, M1A, M1B. AEIO-360-B1B, B1D, B1E, B1F, B1F6, B1G6, B1H, B2F, B2F6, B4A, H1A, H1B. O-540-A4D5, B2B5, B2C5, B2C5D, B4B5, B4B5D, E4A5, E4B5, E4B5D, E4C5, G1A5, G1A5D, G2A5, H1A5, H1A5D, H1B5, H1B5D, H2A5, H2A5D, H2B5D. IO-540-C4B5, C4B5D, C4D5, C4D5D, D4A5, D4B5, D4C5, N1A5, N1A5D, T4A5D, T4B5, T4B5D, T4C5D, V4A5, V4A5D. AEIO-540-D4A5, D4B5, D4C5, D4D5.
AEL65102-NST26	IO-540-J4A5, R1A5. TIO-540-C1A, E1A, G1A, H1A.
AEL65102-NST38	IO-360-F1A. TIO-540-AA1AD, AB1AD, AB1BD, AF1A, AG1A, AK1A, C1A, C1AD, K1AD. LTIO-540-K1AD.
AEL65102-NST43	O-360-J2A. O-540-F1B5, J1A5D, J1B5D, J1C5D, J1D5D, J2A5D, J2B5D, J2C5D, J2D5D, J3A5, J3A5D, J3C5D. IO-540-AB1A5, W1A5, 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:

<b>TABLE 2.—ENGINES INSTALLED ON, BUT NOT LIMITED TO</b>	
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: Vipar (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 (7GCB).
	Beagle: Pup (150).
	Artic: Interstate S1B2.
	Robinson: R-22.
Varga: 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: Vipar (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.
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: Vipar (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: Vipar (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 Aeroplance 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-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.
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.
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 "180"). 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: Comanche (PA-24 "250"). Doyn Aircraft: Doyn-Piper (PA-24 "250").
O-540-B1D5	Wassmer: (WA-421).
O-540-B2B5	Piper Aircraft: Pawnee (PA-25 "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-25 "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.

O-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: (WA-421). 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-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 applicability errors found in AD 2005-26-10. 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 Overhauled or Repaired 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", having casting head markings EC 65099-REV-1 and SNs 1 through 9879 (SN may have an "L" prefix for a long reach spark plug) 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", having casting head markings EC 65099-REV-1, no further action is required.

(3) If any cylinder assembly is an ECI P/N AEL65102 series "Classic Cast", having casting head markings EC 65099-REV-1 and a SN 1 through 9879 (SN may have an "L" prefix for a long reach spark plug), 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", having casting P/N AEL85099.

(4) A serviceable ECI cylinder assembly, P/N AEL65102 series "Classic Cast", having casting head markings EC 65099-REV-1, that has a SN 9880 or higher (SN may have an "L" prefix for a long reach spark plug).

### Prohibition of Cylinder Assemblies, P/N AEL65102 Series "Classic Cast", Having Casting Head Markings EC 65099-REV-1 and SNs 1 Through 9879

(i) After the effective date of this AD, do not install any ECI cylinder assembly, P/N AEL65102, having casting head markings EC 65099-REV-1 that has a SN 1 through 9879 (SN may have an "L" prefix for a long reach spark plug), 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, Revision 2, dated February 28, 2006, pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on May 31, 2006.

Thomas A. Boudreau,  
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.  
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