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LUFFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

CONTINENTAL - 1
Tidligere Bendix

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

94-022 KONTROLL/UTSKIFTING AV KONDENSATORER

Påbudet gjelder:

Teledyne Continental Motors, tidligere Bendix magneter, nye eller ovehalte; modell SC-20, P/N 10-500XXX-X serien; modell SC-200, P/N S10-600XXX-X serien; modell S-1200, P/N 10-349XXX-X serien, magneter som har serienummer S/N J2793XXX/R t.o.m J3193XXX/R, K0193XXX/R t.o.m. K3093XXX/R og L0193XXX/R t.o.m L2293XXX/R som har kondensator P/N 10-349276, med datokode 93-40 eller 93-42. Samt alle TCM modell SC-20, P/N 10-500XXX-X serie magneter som har kondensator P/N 10-349276 som har datokode 93-40 eller 93-42 installert etter 27.10.93. Samt alle TCM eller Bendix magneter uansett serienummer som ble installert etter 27.10.93, som har kondensator P/N 10-349276, solgt som individuelle deler, med datokode 93-40 eller 93-42.

Anm.: Bokstaven "X" i ovennevnte S/N eller P/N representerer tall som er uvesentlig for å fastsette gyldighet til denne LDP. Kun de fem første tallene er nødvendige. Bokstaven "R" i slutten av S/N eller P/N indikerer en overhald magnet. Ny magnet har ikke bokstaven "R" i slutten av S/N eller P/N.

Ovennevnte magneter er installert i, men ikke begrenset til stempelmotorer montert på Beech, Cessna, Maule, Mooney, Piper og Robinson.

Påbudet omfatter:

For å hindre skader eller dødsfall på bakkepersonell på grunn av at magneten ikke er jordet, skal følgende tiltak utføres:

Anm.: Advarsel: Beveg ikke propellen for hånd på fly hvor motorer med nevnte kondensatorer kan være installert før tiltak er utført i samsvar med denne LDP. Bakkepersonalet bør unngå å være i nærheten av propellen.

1. Kontroller gjeldende magneter og undersøk om kondensator P/N 10-349276 er installert i samsvar med paragraf 1 pkt 1.1. og 1.2 i TCM Critical Service Bulletin CSB 641, datert 01.02.94 og dersom nødvendig, skift ut med luftdyktig enhet etter følgende retningslinjer:
 - 1.1 Dersom kondensatoren er merket med datokode annen enn 93-40 eller 93-42, skal kondensatoren tilbakemonteres i magneten og enheten merkes med bokstaven "E" i samsvar med CBS 641, datert 01.02.94.
 - 1.2 Dersom kondensatoren er merket med datokode 93-40 eller 93-42, skal kondensatoren byttes ut med luftdyktig kondensator med samme P/N men med en annen datokode enn 93-40 eller 93-42 og enheten skal merkes med bokstaven "E" i samsvar med CBS 641, datert 01.02.94.

18.03.94

LUFTDYKTIGHETSPÅBUD

2. Før installasjon skal alle kondensatorer P/N 10-349276 kontrolleres og byttes ut dersom nødvendig med luftdyktig enhet i samsvar med TCM CBS 641, datert 01.02.94.

Anm.: TCM CBS 641, datert 01.02.94 og Lycoming Service Bulletin 517, datert 25.02.94, refererer begge til ovennevnte.

Tid for utførelse:

Innen 10 flytimer etter 18.03.94.

Referanse:

FAA Emergency AD 94-06-09.

18.03.94

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LUFDDYKTIGHETSPÅBUD (LDP)

TILBEHØR
CONTINENTAL - 2,3

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

94-036B UTSKIFTING AV TENNSPOLE OG MAGNETROTOR

Påbudet gjelder:

Teledyne Continental Motors (TCM), tidligere Bendix magneter modeller og serienummer som listet i vedlagte kopi av FAA AD 94-01-03R2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 94-01-03R2.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 94-01-03R2, med virkning fra denne LDP's gyldighetsdato.

Referanse:

01.08.95.

Gyldighetsdato:

REVISED AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460



Bilag til LDP 94-03

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

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, 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 FAR Subpart 39.3).

Revision issued June 1995.

94-01-03 R2 Teledyne Continental Motors: Amendment 39-9271. Docket 93-ANE-44. Revises AD 94-01-03 R1, Amendment 39-9006.

Applicability: Teledyne Continental Motors (TCM), formerly Bendix magnetos:

S-20, S-200, and S-600 series magnetos with red or black Bendix (not TCM) data plates having serial numbers (S/N's): lower than 2000000 without any letter prefix; or S/N's lower than A16058 having the letter "A" prefix.

S-20, S-200, and S-600 series magnetos with blue Bendix (not TCM) data plates marked "REMANUFACTURED" having S/N's lower than 901001.

S-1200 series magnetos with red Bendix (not TCM) data plates having S/N's: lower than 2000000 without any letter prefix; or S/N's lower than A132844 having the letter "A" prefix.

S-1200 series magnetos with blue Bendix (not TCM) data plates marked "REMANUFACTURED" having S/N's lower than 901001.

These magnetos are installed on but not limited to reciprocating engine powered aircraft manufactured by Beech, Cessna, Maule, Mooney, and Piper.

NOTE 1: The FAA has received reports of some confusion as to what is meant by S-20, S-200, S-600, and S-1200 series magnetos as referenced in TCM Mandatory Service Bulletin (MSB) No. MSB644, dated April 4, 1994, and this AD. A typical example is S6RN-25, where the S designates single type ignition unit, the 6 designates the number of engine cylinders, the R designates right hand rotation, the N is the manufacturer designator (this did not change when TCM purchased the Bendix magneto product line), and the number after the dash indicates the series (a -25 is a S-20 series magneto, while a -1225 is a S-1200 series magneto).

NOTE 2: This AD applies to each magneto identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For magnetos that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (k) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any magneto from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent magneto failure and subsequent engine failure, accomplish the following:

- (a) No action is required for those magnetos in compliance with AD 94-01-03 or 94-01-03 R1.
- (b) An optional method of compliance with this AD is to replace the Bendix magnetos with Slick magnetos where FAA approval has been granted for that application.
- (c) If a Bendix magneto data plate has been replaced with an overhaul facility's data plate, this AD is still applicable to that magneto since the magneto is a Bendix magneto.
- (d) Yellow Bendix or TCM service spare data plates may have been installed during a field overhaul; use model and S/N to determine applicability.
- (e) Magnetos built by Bendix in Jacksonville, Florida, and Magnetos built by TCM in Atlanta, Georgia, as indicated on the data plate, are not affected by this AD.
- (f) The paint on some early data plates may have been obliterated and the data plate will appear silver in color; use model and serial number to determine applicability.
- (g) For Bendix S-20 and S-200 series magnetos, replace Bendix ignition coils and rotating magnets identified in the Detailed Instructions of TCM MSB No. MSB644, dated April 4, 1994, with serviceable TCM or Parts Manufacturer Approval (PMA) ignition coils and rotating magnets at the next 100 hour inspection, the next annual inspection, the next progressive inspection, or the next 100 hours time in service (TIS) after the effective date of this AD, whichever occurs first.

2 94-01-03 R2

(h) For the Bendix S-600 series magnetos, replace Bendix rotating magnets identified in the Detailed Instructions of TCM MSB No. MSB644, dated April 4, 1994, with serviceable TCM or PMA rotating magnets at the next 100 hour inspection, the next annual inspection, the next progressive inspection, or the next 100 hours TIS after the effective date of this AD, whichever occurs first.

NOTE: The ignition coils on the S-600 series magnetos already incorporate the improved design.

(i) For the Bendix S-1200 series magneto, replace Bendix ignition coils identified in the Detailed Instructions of TCM MSB No. MSB644, dated April 4, 1994, with serviceable TCM or PMA ignition coils at the next 100 hour inspection, the next annual inspection, the next progressive inspection, or the next 100 hours TIS after the effective date of this AD, whichever occurs first.

NOTE: The rotating magnets on the S-1200 series magnetos already incorporate the improved design.

(j) After compliance with paragraphs (d), (e), or (f) of this AD, as applicable, and prior to further flight, mark the magneto in accordance with the Identification Instructions of TCM SB No. MSB644, dated April 4, 1994.

(k) An alternative method of compliance or adjustment of the initial compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Atlanta Aircraft Certification Office.

(l) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(m) The actions required by this AD shall be done in accordance with the following service document:

Document No.	Pages	Date
TCM SB No. MSB644	1-3	April 4, 1994

Total pages: 3.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of September 6, 1994. Copies may be obtained from Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (205) 438-3411. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(n) This amendment becomes effective on June 28, 1995.

FOR FURTHER INFORMATION CONTACT:

Jerry Robinette, Aerospace Engineer, Atlanta Aircraft Certification Office, FAA, Small Airplane Directorate, Campus Building, 1701 Columbia Ave., Suite S-160, College Park, GA 30337-2748; telephone (404) 305-7371; fax (404) 305-7348.

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

CONTINENTAL-4

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets
bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-071 KONTROLL AV IMPULSKOBLING

Påbudet gjelder:

Alle Teledyne Continental Motors (TCM) (tidligere Bendix) magneter som er beskrevet i vedlagte kopi av FAA AD 96-12-07.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 96-12-07.

Anm.: Denne LDP erstatter og opphever LDP 53A/78.

Tid for utførelse:

Dersom ikke allerede utført, til de tider som er beskrevet i vedlagte kopi av FAA AD 96-12-07, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 96-12-07.

Gyldighetsdato:

2001-12-07.

96-12-07

TELEDYNE CONTINENTAL MOTORS

Amendment 39-9649

Docket No. 93-ANE-07

Supersedes AD 78-09-07 R3, Amendment 39-4538.

Applicability: Teledyne Continental Motors (TCM) (formerly Bendix) S-20, S-1200, D-2000, and D-3000 series magnetos equipped with impulse couplings, installed on but not limited to reciprocating engine powered aircraft manufactured by Beech, Cessna, Mooney, and Piper.

NOTE 1

This airworthiness directive (AD) applies to each magneto identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For magnetos that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (c) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any magneto from the applicability of this AD.

NOTE 2

The FAA has received reports of some confusion as to what is meant by S-20, S-1200, D-2000, and D-3000 series magnetos as referenced in TCM Mandatory Service Bulletin (MSB) No. MSB645, dated April 4, 1994, and this airworthiness directive (AD). A typical example is S6RN-25, where the S designates single type ignition unit (a D designates a dual ignition unit), the 6 designates the number of cylinders, the R designates right hand rotation, the N is the manufacturer designation (this did not change when TCM purchased the Bendix magneto product line), and the number after the dash indicates the series (a -25 is a S-20 series magneto while a -3200 is a D-3000 series magneto, etc.).

Compliance: Required as indicated, unless accomplished previously.

To prevent magneto failure and subsequent engine failure, accomplish the following:

- (a) For magnetos with riveted or snap ring impulse coupling assemblies, having less than 450 hours time in service (TIS) since new, or overhaul, or since last inspection, on the effective date of this AD, accomplish the following:
 - (1) Prior to the accumulation of 500 hours TIS since new, or overhaul, or since last inspection, inspect riveted or snap ring impulse coupling assemblies for

wear, and replace, if necessary, prior to further flight, with serviceable riveted or snap ring impulse coupling assemblies, in accordance with the Detailed Instructions of TCM MSB No. MSB645, dated April 4, 1994, and TCM SB No. 639, dated March 1993.

- (2) Thereafter, at intervals not to exceed 500 hours TIS since the last inspection, inspect riveted or snap ring impulse coupling assemblies for wear, and replace, if necessary, prior to further flight, with serviceable riveted or snap ring impulse coupling assemblies, in accordance with the Detailed Instructions of TCM MSB No. MSB645, dated April 4, 1994, and TCM SB No. 639, dated March 1993.
- (b) For magnetos with riveted or snap ring impulse coupling assemblies, having 450 or more hours TIS since new, or overhaul, or since last inspection, on the effective date of this AD, or an unknown TIS on the effective date of this AD, accomplish the following:
- (1) Within the next 50 hours TIS after the effective date of this AD, inspect riveted or snap ring impulse coupling assemblies for wear, and replace, if necessary, prior to further flight, with serviceable riveted or snap ring impulse coupling assemblies in accordance with the Detailed Instructions of TCM MSB No. MSB645, dated April 4, 1994, and TCM SB No. 639, dated March 1993.
- (2) Thereafter, at intervals not to exceed 500 hours TIS since the last inspection, inspect riveted or snap ring impulse coupling assemblies for wear, and replace, if necessary, prior to further flight, with serviceable riveted or snap ring impulse coupling assemblies, in accordance with the Detailed Instruction of TCM MSB No. MSB645, dated April 4, 1994, and TCM SB No. 639, dated March 1993.
- (c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Atlanta Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Atlanta Aircraft Certification Office.

NOTE

Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Atlanta Aircraft Certification Office.

- (d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.
- (e) The actions required by this AD shall be done in accordance with the following TCM service documents:

Document No.	Pages	Revision	Date
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MSB No. MSB645 1-6 Original April 4, 1994
Total Pages: 6

SB No. 639 1-2 Original March 1993
Total Pages: 2

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (334) 438-3411. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(f) This amendment becomes effective on July 18, 1996.

FOR FURTHER INFORMATION CONTACT:

Jerry Robinette, Aerospace Engineer, Atlanta Certification Office, FAA, Small Airplane Directorate, Campus Building, 1701 Columbia Avenue, Suite 2-160, College Park, GA, 30337-2748; telephone (404) 305-7371, fax (404) 305-7348.

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LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

CONTINENTAL-5

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2005-038 KONTROLL AV IMPULSKOBLING

RETTELSE: Løpenr. innenfor produsent er rettet fra "CONTINENTAL-6" til "CONTINENTAL-5"

Påbudet gjelder:

Alle Teledyne Continental Motors (TCM) (tidligere Bendix) magneter som er beskrevet i vedlagte kopi av FAA AD 2005-12-06.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2005-12-06.

Anm.: Denne LDP erstatter og opphever LDP 2001-071.

Tid for utførelse:

Til de tider og intervaller som er beskrevet i vedlagte kopi av FAA AD 2005-12-06, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 2005-12-06.

Gyldighetsdato:

2005-07-08.

AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

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

We post ADs on the internet at "www.faa.gov"

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)

2005-12-06 Teledyne Continental Motors: Amendment 39-14122. Docket No. 93-ANE-07-AD.

Effective Date

- (a) This AD becomes effective July 19, 2005.

Affected ADs

- (b) This AD supersedes AD 96-12-07, Amendment 39-9649.

Applicability

(c) This AD applies to Teledyne Continental Motors (TCM) (formerly Bendix) magnetos that have a magneto part number (P/N) listed in Table 1 of TCM Mandatory Service Bulletin (MSB) No. MSB645, dated April 4, 1994, installed on Lycoming AEIO-540, HIO-540, IO-540, O-540, and TIO-540 series engines. These engines are installed on, but not limited to, airplanes manufactured by the Cessna Aircraft Company, Maule Aerospace Technology Corporation, Mooney Aircraft Corporation, The New Piper Aircraft Inc., and Raytheon Aircraft Company (Formerly Beech Aircraft Company).

Unsafe Condition

(d) This AD results from data provided by the manufacturer that indicates a need to reduce the inspection intervals for riveted-impulse coupling assemblies used on certain Lycoming engine models. We are issuing this AD to prevent failure of the magneto impulse coupling assembly and possible engine failure.

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.

Initial Inspections of Impulse Coupling Assemblies

(f) For all magnetos that have a P/N listed in Table 1 of TCM MSB No. MSB645, dated April 4, 1994, that have never been inspected, perform an initial inspection of the impulse coupling assembly for wear using paragraphs 1.2 through 1.4.5 of the Detailed Instructions of TCM MSB No. MSB645, dated April 4, 1994. Use the following Table 1 for the compliance times. Snap-ring impulse coupling assemblies will have an "A" stamped in the lower-right quarter of the magneto data plate.

TABLE 1.—INITIAL INSPECTION COMPLIANCE TIMES

Engine Model	Type of impulse coupling assembly	Time on impulse coupling assembly on the effective date of this AD	Inspect
Lycoming AEIO-540, HIO-540, IO-540, O-540, and TIO-540 series engines.	(1) Riveted	(i) 100 or more hours time-since-new or overhaul (TSN) or if the TSN is unknown.	Within 10 hours time-in-service (TIS) after the effective date of this AD.
		(ii) Fewer than 100 hours TSN	Before accumulating 100 hours TSN.
	(2) Snap ring	(i) 450 or more hours TSN	Within 50 hours TIS after the effective date of this AD.
		(ii) Fewer than 450 hours TSN	Before accumulating 500 hours TSN.

(g) Replace any impulse coupling assembly that fails the inspection with a serviceable riveted or snap-ring impulse coupling assembly. Paragraphs 2 through 2.6 of the Detailed Instructions of TCM MSB No. MSB645, dated April 4, 1994 contain information on replacing the impulse coupling assembly.

(h) If you replace a snap-ring impulse coupling assembly with a riveted-impulse coupling assembly, strike out the "A" on the magneto data plate.

Repetitive Inspections of Impulse Coupling Assemblies

(i) For all magnetos that have a P/N listed in Table 1 of TCM MSB No. MSB645, dated April 4, 1994, that have had an initial inspection as specified in paragraph (f) of this AD, perform repetitive inspections of the impulse coupling assembly for wear using paragraphs 1.2 through 1.4.5 of the Detailed Instructions of TCM MSB No. MSB645, dated April 4, 1994. Use the following Table 2 for the compliance times. Snap-ring impulse coupling assemblies will have an "A" stamped in the lower-right quarter of the magneto data plate.

TABLE 2.—REPETITIVE INSPECTION COMPLIANCE TIMES

Engine model	Type of impulse coupling assembly	Inspect
Lycoming AEIO-540, HIO-540, IO-540, O-540, and TIO-540 series engines	(1) Riveted	Within 100 hours time-since-last inspection (TSLI).
	(2) Snap ring	Within 500 hours TSLI.

(j) Replace any impulse coupling assembly that fails the inspection with a serviceable riveted or snap-ring impulse coupling assembly. Paragraphs 2 through 2.6 of the Detailed Instructions of TCM MSB No. MSB645, dated April 4, 1994 contain information on replacing the impulse coupling assembly.

(k) If you replace a snap-ring impulse coupling assembly with a riveted-impulse coupling assembly, strike out the "A" on the magneto data plate.

Optional Terminating Action

(l) Installing a "Shower-of-Sparks" ignition system in place of a magneto system that has a riveted-impulse coupling assembly or a snap-ring impulse coupling assembly ends the repetitive

inspection requirements specified in paragraph (i) of this AD. You can find more information on installing a "Shower-of-Sparks" ignition system in TCM Service Information Letter No. SIL648, dated October 18, 1994.

Description of Magneto Model Numbering System

(m) To assist owners and operators, the description of the magneto numbering system used for TCM S-20, S-1200, D-2000, and D-3000 series magnetos is in the following Table 3:

TABLE 3.—MAGNETO NUMBERING SYSTEM

Code:	Signifies:
S or D	Ignition Type (Single or Dual)
6	Number of Cylinders
L or R	Direction of Rotation (Left-hand or Right-hand)
N (Not used on SC Models)	Manufacturer Designation
SC (if applicable)	Short Cover Configuration
-25, -1209, or -3200	Magneto Series
Examples:	Description:
S6LN-1209	Single type ignition, 6-cylinder engine, left-hand rotation, TCM (formerly Bendix), S-1200 series
D6RN-3200	Dual type ignition, 6-cylinder engine, right-hand rotation, TCM (formerly Bendix), D-3000 series
S6LSC-25	Single type ignition, 6-cylinder engine, left-hand rotation, short cover configuration, S-20 series

Alternative Methods of Compliance

(n) The Manager, Atlanta 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

(o) TCM SB No. 639, dated March 1993, contains additional information for replacing impulse coupling assemblies on a TCM magneto. TCM Service Information Letter No. SIL648, dated October 18, 1994, contains information for converting an engine to a "Shower-of-Sparks" ignition system.

Material Incorporated by Reference

(p) You must use Teledyne Continental Motors Mandatory Service Bulletin No. MSB645, dated April 4, 1994 to perform the inspections and replacements required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin as of July 18, 1996 (61 FR 29934, June 13, 1996). You can get a copy from Teledyne Continental Motors, P.O. Box 90, Mobile, AL 36601; telephone (334) 438-3411. For the Teledyne Continental Motors Web site: Go to <http://www.TCMLINK.com>. You can review copies at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html.