

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

TILBEHØR

PARKER
HANNIFIN - 1

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.

98-099 **UTSKIFTING AV "DRY AIR PUMPS/CONVERSION KITS/COUPLING KITS"**

Påbudet gjelder:

Parker Hannifin "Dry Air Pumps/Conversion Kits/Coupling Kits", delnr. og serienummer som er listet i vedlagte kopi av FAA Priority AD 98-23-01.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA Priority AD 98-23-01.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA Priority AD 98-23-01, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA Priority AD 98-23-01.

Gyldighetsdato:

1998-11-06.

CAA0008 9810310444

FF ENCAAYYP

310445 KRWAYAYX

//PART 1 OF 19//

ACTIONS LEADING TO THIS PRIORITY LETTER AIRWORTHINESS DIRECTIVE (AD)

THE FAA HAS RECEIVED APPROXIMATELY 50 REPORTS OF FAILURE OF THE FLEXIBLE COUPLING ON CERTAIN PARKER HANNIFIN AIRBORNE DRY AIR PUMPS, CONVERSION KITS, AND COUPLING KITS INSTALLED IN AIRCRAFT OR ENGINES. TO THIS DATE, NO ACCIDENTS HAVE OCCURRED DUE TO THE FAILURE OF THIS COUPLING. THIS CONDITION COULD RESULT IN LOSS OF PRIMARY ATTITUDE AND DIRECTION REFERENCES DURING INSTRUMENT FLIGHT RULES (IFR) OPERATIONS.

THIS CONDITION IS ATTRIBUTED TO A MANUFACTURING DEFECT OF LOTS 1 AND 2 OF THE B1-19-1 FLEXIBLE COUPLING. THIS COUPLING WAS SHIPPED BETWEEN JANUARY 1, 1998, AND OCTOBER 13, 1998. DRY AIR PUMPS, CONVERSION KITS, AND FLEXIBLE COUPLING KITS THAT INCORPORATE ANY OF THE PART NUMBERS AND SERIAL NUMBERS REFERENCED IN THE APPLICABILITY SECTION OF THIS PRIORITY LETTER COULD HAVE THIS MANUFACTURING DEFECT.

//END PART 1//

CAA0009 9810310458

FF ENCAAYYP

310459 KRWAYAYX

//PART 2 OF 19//

DRY AIR PUMPS THAT COULD INCORPORATE THE PART NUMBER (P/N) B1-19-1 FLEXIBLE COUPLING ARE INSTALLED AS ORIGINAL EQUIPMENT ON MANY AIRPLANES, PARTICULARLY CESSNA, RAYTHEON, PIPER, AND MOONEY AIRPLANES. IN ADDITION, PARKER HANNIFIN HOLDS A PARTS MANUFACTURER APPROVAL (PMA) FOR FIELD REPLACEMENTS. THE DRY AIR PUMPS ARE THE PRIMARY VACUUM SOURCE ON SMALL SINGLE-ENGINE AIRPLANES AND THE SECONDARY VACUUM SOURCE ON LARGER TWIN-ENGINE AIRPLANES.

THE AFFECTED FLEXIBLE COUPLING WAS SHIPPED FROM PARKER HANNIFIN BETWEEN JANUARY 1, 1998, AND OCTOBER 13, 1998.

AIRBORNE DRY AIR PUMPS, CONVERSION KITS, OR COUPLING KITS THAT WERE INSTALLED OR MODIFIED PRIOR TO JANUARY 1, 1998, WOULD NOT INCORPORATE THE AFFECTED COUPLING. A CHECK OF THE MAINTENANCE RECORDS WOULD SHOW WHETHER THE DRY AIR PUMP, CONVERSION KIT, OR COUPLING KIT WAS INSTALLED OR MODIFIED PRIOR TO JANUARY 1, 1998.

THOSE AIRBORNE DRY AIR PUMPS, CONVERSION KITS, OR COUPLING

//END PART 2//

CAA0010 9810310516

FF ENCAAYYP

310517 KRWAYAYX

//PART 3 OF 19//

KITS INSTALLED OR MODIFIED BETWEEN JANUARY 1, 1998, AND OCTOBER 13, 1998, COULD INCORPORATE THE AFFECTED COUPLING, DEPENDING ON WHEN THE MATERIAL WAS RECEIVED. THE COUPLING COULD BE HELD AS SPARES OR OBTAINED FROM SALVAGED PARTS. FOR THIS REASON, ANY DRY AIR PUMP, CONVERSION KIT, OR COUPLING KIT WITH FLEXIBLE COUPLING, P/N B1-19-1, THAT WAS INSTALLED OR MODIFIED AFTER JANUARY 1, 1998, COULD BE AFFECTED BY THE ABOVE CONDITION. THE FLEXIBLE COUPLING HAS A DATE CODE THAT RESEMBLES A CLOCKFACE AND INDICATES A MANUFACTURE DATE OF EITHER 12/97 OR 5-6/98.

RELEVANT SERVICE INFORMATION

PARKER HANNIFIN HAS ISSUED AIRBORNE SERVICE LETTER NO. 48, DATED OCTOBER 20, 1998, WHICH SPECIFIES PROCEDURES FOR:

- REMOVING THE DRY AIR PUMP FROM THE AIRCRAFT?
- INSPECTING AND IDENTIFYING THE P/N B1-19-1 FLEXIBLE

COUPLING? AND

//END PART 3//

CAA0011 9810310530
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 310531 KRWAYAYX
 //PART 4 OF 19//

- REPLACING THE P/N B1-19-1 FLEXIBLE COUPLING WITH P/N B1-7-3 FLEXIBLE COUPLING (PART OF PARKER HANNIFIN FLEXIBLE COUPLING KIT, AIRBORNE P/N 350).

THE FAA S DETERMINATION

AFTER EXAMINING THE CIRCUMSTANCES AND REVIEWING ALL AVAILABLE INFORMATION RELATED TO THE INCIDENTS DESCRIBED ABOVE, THE FAA HAS DETERMINED THAT:

1. ANY FLEXIBLE COUPLING, P/N B1-19-1, INCORPORATED ON CERTAIN AIRBORNE DRY AIR PUMPS, CONVERSION KITS, AND COUPLING KITS, THAT HAS A DATE CODE RESEMBLING A CLOCKFACE AND INDICATING A MANUFACTURE DATE OF EITHER 12/97 OR 5-6/98 SHOULD BE REPLACED WITH P/N B1-7-3 FLEXIBLE COUPLING (PART OF PARKER HANNIFIN FLEXIBLE COUPLING KIT, AIRBORNE P/N 350)? AND

2. PRIORITY LETTER AD ACTION SHOULD BE TAKEN TO PREVENT FAILURE OF THE PRIMARY DRY AIR PUMP CAUSED BY DEFECTIVE FLEXIBLE
 //END PART 4//

CAA0012 9810310545
 FF ENCAYAYP
 310546 KRWAYAYX
 //PART 5 OF 19//

COUPLING, WHICH COULD RESULT IN LOSS OF PRIMARY ATTITUDE AND DIRECTION REFERENCES DURING IFR OPERATIONS.
 PROVISIONS OF THIS PRIORITY LETTER AD

SINCE AN UNSAFE CONDITION HAS BEEN IDENTIFIED THAT IS LIKELY TO EXIST OR DEVELOP ON AIRCRAFT OR ENGINES EQUIPPED WITH CERTAIN PARKER HANNIFIN AIRBORNE DRY AIR PUMPS, CONVERSION KITS, AND COUPLING KITS, UTILIZING P/N B1-19-1 FLEXIBLE COUPLING THAT HAS A DATE CODE RESEMBLING A CLOCKFACE AND INDICATING A MANUFACTURE DATE OF EITHER 12/97 OR 5-6/98, THE FAA IS TAKING PRIORITY LETTER AD ACTION. THIS PRIORITY LETTER REQUIRES REPLACING THE AFFECTED FLEXIBLE COUPLING WITH P/N B1-7-3 FLEXIBLE COUPLING (PART OF PARKER HANNIFIN FLEXIBLE COUPLING KIT, AIRBORNE P/N 350), IN ACCORDANCE WITH PARKER HANNIFIN AIRBORNE SERVICE LETTER NO. 48, DATED OCTOBER 20, 1998.

PRESENTATION OF THE ACTUAL AD

THIS RULE IS ISSUED UNDER 49 U.S.C. SECTION 44701 (FORMERLY
 //END PART 5//

CAA0015 9810310730
 FF ENCAYAYP
 310731 KRWAYAYX
 //PART 6 OF 19//

SECTION 601 OF THE FEDERAL AVIATION ACT OF 1958), PURSUANT TO THE AUTHORITY DELEGATED TO ME BY THE ADMINISTRATOR, AND IS EFFECTIVE IMMEDIATELY UPON RECEIPT OF THIS PRIORITY LETTER.

98-23-01 PARKER HANNIFIN CORPORATION: PRIORITY LETTER ISSUED ON OCTOBER 29, 1998. DOCKET NO. 98-CE-108-AD.

APPLICABILITY: THE FOLLOWING AIRBORNE DRY AIR PUMPS, CONVERSION KITS, AND COUPLING KITS, WITH FLEXIBLE COUPLING, PART NUMBER (P/N) B1-19-1, THAT:

1. HAVE A DATE CODE RESEMBLING A CLOCKFACE ON THE COUPLING AND INDICATING A MANUFACTURE DATE OF EITHER 12/97 OR 5-6/98? AND

2. ARE INSTALLED IN, BUT NOT LIMITED TO, THE FOLLOWING AIRCRAFT OR ENGINE MODELS, CERTIFICATED IN ANY CATEGORY, THAT ARE LISTED IN THE APPENDIX TO THIS AD:

//END PART 6//

CAA0017 9810310738
FF ENCAAYYP
310738 KRWAYAYX
//PART 7 OF 19//

Bilag til LDP 98-099

ITEM	PART NUMBER	SERIAL NUMBERS
DRY AIR PUMP	211CC	2AP1 THROUGH 10AP319
DRY AIR PUMP	211CC-9	1AP1 THROUGH 2AP5
DRY AIR PUMP	E211CC	11AN543 THROUGH 11AN642 AND 2AP1 THROUGH 7AP442
DRY AIR PUMP	212CW	2AP1 THROUGH 7AP286
DRY AIR PUMP	E212CW	1AP1 THROUGH 7AP492
DRY AIR PUMP	215CC	12AN719 THROUGH 12AN940 AND 1AP1 THROUGH 9AP3510
DRY AIR PUMP	215CC-9	2AP1 THROUGH 7AP95
DRY AIR PUMP	216CW	12AN521 THROUGH 12AN660 AND 1AP1 THROUGH 10AP2695
CONVERSION KIT	300-1	4AP120 THROUGH 4AP122 AND 8AP256 THROUGH 8AP258
CONVERSION KIT	300-2	2AP30 THROUGH 2AP43,

//END PART 7//

CAA0018 9810310740
FF ENCAAYYP
310741 KRWAYAYX
//PART 8 OF 19//

4AP134, 4AP136, AND
4AP137
CONVERSION KIT 300-3 1AP1 THROUGH 1AP3
COUPLING KIT 350 1AP THROUGH 9AP AND N/A
(SEE NOTE 1 BELOW)

NOTE 1: SOME OF THE PART NUMBER 350 COUPLING KITS
INCORPORATED SERIAL NUMBERS 1AP THROUGH 9AP, WHILE OTHERS WERE MARKED
WITH N/A IN THE SERIAL NUMBER BLOCK.

NOTE 2: THE AFFECTED FLEXIBLE COUPLING WAS SHIPPED FROM
PARKER HANNIFIN BETWEEN JANUARY 1, 1998, AND OCTOBER 13, 1998. DRY
AIR PUMPS, CONVERSION KITS, OR COUPLING KITS THAT WERE INSTALLED OR
MODIFIED PRIOR TO JANUARY 1, 1998, WOULD NOT INCORPORATE THE AFFECTED
COUPLING. THIS AD ALLOWS THE AIRCRAFT OWNER OR PILOT TO CHECK THE
MAINTENANCE RECORDS TO DETERMINE WHETHER THE DRY AIR PUMP, CONVERSION
KIT, OR COUPLING KIT WAS INSTALLED OR MODIFIED SINCE JANUARY 1, 1998.
//END PART 8//

CAA0019 9810310751
FF ENCAAYYP
310752 KRWAYAYX
//PART 9 OF 19//

SEE PARAGRAPH (D) OF THIS AD FOR AUTHORIZATION.

NOTE 3: THIS AD APPLIES TO ANY AIRCRAFT OR ENGINE EQUIPPED
WITH AIRBORNE DRY AIR PUMPS, CONVERSION KITS, AND COUPLING KITS, THAT
HAVE FLEXIBLE COUPLING, PART NUMBER (P/N) B1-19-1. AIRCRAFT OR
ENGINES WITH THE P/N B1-19-1 FLEXIBLE COUPLING ARE AFFECTED
REGARDLESS OF WHETHER THEY HAVE BEEN MODIFIED, ALTERED, OR REPAIRED
IN THE AREA SUBJECT TO THE REQUIREMENTS OF THIS AD. FOR AIRCRAFT OR
ENGINES THAT HAVE BEEN MODIFIED, ALTERED, OR REPAIRED SO THAT THE
PERFORMANCE OF THE REQUIREMENTS OF THIS AD IS AFFECTED, THE
OWNER/OPERATOR MUST REQUEST APPROVAL FOR AN ALTERNATIVE METHOD OF
COMPLIANCE IN ACCORDANCE WITH PARAGRAPH (F) OF THIS AD. THE REQUEST
SHOULD INCLUDE AN ASSESSMENT OF THE EFFECT OF THE MODIFICATION,
ALTERATION, OR REPAIR ON THE UNSAFE CONDITION ADDRESSED BY THIS AD?
AND, IF THE UNSAFE CONDITION HAS NOT BEEN ELIMINATED, THE REQUEST
SHOULD INCLUDE SPECIFIC PROPOSED ACTIONS TO ADDRESS IT.
//END PART 9//

CAA0020 9810310806

FF ENCAAYYP

310807 KRWAYAYX

//PART 10 OF 19//

COMPLIANCE: REQUIRED AS INDICATED IN THE BODY OF THIS AD, UNLESS ALREADY ACCOMPLISHED.

TO PREVENT FAILURE OF THE PRIMARY DRY AIR PUMP CAUSED BY DEFECTIVE FLEXIBLE COUPLING, WHICH COULD RESULT IN LOSS OF PRIMARY ATTITUDE AND DIRECTION REFERENCES DURING INSTRUMENT FLIGHT RULES (IFR) OPERATIONS, ACCOMPLISH THE FOLLOWING:

(A) WITHIN 2 CALENDAR DAYS AFTER RECEIPT OF THIS PRIORITY LETTER AD OR PRIOR TO FURTHER FLIGHT AFTER RECEIPT OF THIS PRIORITY LETTER AD, WHICHEVER OCCURS LATER, REPLACE ANY AFFECTED FLEXIBLE COUPLING WITH P/N B1-7-3 FLEXIBLE COUPLING (PART OF PARKER HANNIFIN FLEXIBLE COUPLING KIT, AIRBORNE P/N 350) IN ACCORDANCE WITH PARKER HANNIFIN AIRBORNE SERVICE LETTER NO. 48, DATED OCTOBER 20, 1998.

(B) IF PARTS HAVE BEEN ORDERED FROM PARKER HANNIFIN, BUT ARE NOT AVAILABLE, ACCOMPLISH THE FOLLOWING:

//END PART 10//

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CAA0021 9810310823

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310824 KRWAYAYX

//PART 11 OF 19//

(1) OPERATE THE AIRCRAFT IN VISUAL FLIGHT RULES (VFR) CONDITIONS ONLY?

(2) OPERATE THE AIRCRAFT DURING DAYTIME HOURS ONLY? AND

(3) WHEN PARTS BECOME AVAILABLE, REPLACE THE COUPLING PRIOR TO FURTHER FLIGHT.

(C) AS OF THE RECEIPT OF THIS PRIORITY LETTER AD, NO PERSON SHALL INSTALL, ON ANY AIRCRAFT OR ENGINE, ANY OF THE AFFECTED AIRBORNE DRY AIR PUMPS, CONVERSION KITS, AND COUPLING KITS, WITH FLEXIBLE COUPLING, PART NUMBER (P/N) B1-19-1, THAT HAVE A DATE CODE RESEMBLING A CLOCKFACE ON THE COUPLING AND INDICATING A MANUFACTURE DATE OF EITHER 12/97 OR 5-6/98.

(D) THE OWNER/OPERATOR HOLDING AT LEAST A PRIVATE PILOT CERTIFICATE AS AUTHORIZED BY SECTION 43.7 OF THE FEDERAL AVIATION REGULATIONS (14 CFR 43.7) MAY CHECK THE MAINTENANCE RECORDS TO

//END PART 11//

CAA0022 9810310827

FF ENCAAYYP

310827 KRWAYAYX

//PART 12 OF 19//

DETERMINE WHETHER THE EXISTING DRY AIR PUMP, CONVERSION KIT, OR COUPLING KIT WAS INSTALLED OR MODIFIED SINCE JANUARY 1, 1998. IF THE DRY AIR PUMP, CONVERSION KIT, OR COUPLING KIT WAS NOT INSTALLED OR MODIFIED SINCE JANUARY 1, 1998, THE AD DOES NOT APPLY AND THE OWNER/OPERATOR MUST MAKE AN ENTRY INTO THE AIRCRAFT RECORDS SHOWING COMPLIANCE WITH THIS AD IN ACCORDANCE WITH SECTION 43.9 OF THE FEDERAL AVIATION REGULATIONS (14 CFR 43.9).

(E) 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 AIRPLANE TO A LOCATION WHERE THE REQUIREMENTS OF THIS AD CAN BE ACCOMPLISHED, PROVIDED THAT:

(1) THE AIRCRAFT IS OPERATED IN VFR CONDITIONS ONLY? AND

(2) THE AIRCRAFT IS OPERATED DURING DAYTIME HOURS

//END PART 12 OF 18//

CAA0023 9810310831
FF ENCAYAYP
310832 KRWAYAYX
//PART 13 OF 19//
ONLY.

Bilag til LDP 98-099

(F) AN ALTERNATIVE METHOD OF COMPLIANCE OR ADJUSTMENT OF THE COMPLIANCE TIMES THAT PROVIDES AN EQUIVALENT LEVEL OF SAFETY MAY BE APPROVED BY THE MANAGER, CHICAGO AIRCRAFT CERTIFICATION OFFICE (ACO), 2300 E. DEVON AVENUE, DES PLAINES, ILLINOIS 60018. THE REQUEST SHALL BE FORWARDED THROUGH AN APPROPRIATE FAA MAINTENANCE INSPECTOR, WHO MAY ADD COMMENTS AND THEN SEND IT TO THE MANAGER, CHICAGO ACO.

NOTE 4: INFORMATION CONCERNING THE EXISTENCE OF APPROVED ALTERNATIVE METHODS OF COMPLIANCE WITH THIS AD, IF ANY, MAY BE OBTAINED FROM THE CHICAGO ACO.

(G) COPIES OF THE APPLICABLE SERVICE INFORMATION MAY BE OBTAINED FROM THE PARKER HANNIFIN CORPORATION, AIRBORNE DIVISION, 711 TAYLOR STREET, ELYRIA, OHIO 44035? TELEPHONE: (440) 937-1315? FACSIMILE: (44) 937-5409. THIS INFORMATION MAY ALSO BE EXAMINED AT //END PART 13//

CAA0024 9810310836
FF ENCAYAYP
310836 KRWAYAYX
//PART 14 OF 19//

THE FAA, CENTRAL REGION, OFFICE OF THE REGIONAL COUNSEL, ROOM 1558, 601E.12THSTREET, KANSAS CITY, MISSOURI 64106.

(H) PRIORITY LETTER AD 98-23-01, ISSUED OCTOBER 29, 1998, BECOMES EFFECTIVE IMMEDIATELY UPON RECEIPT.

FOR FURTHER INFORMATION CONTACT:
MR. ROY BOFFO, AEROSPACE ENGINEER, FAA, CHICAGO AIRCRAFT CERTIFICATION OFFICE, SYSTEMS AND FLIGHT TEST BRANCH, 2300E. DEVON AVENUE, DES PLAINES, ILLINOIS 60018? TELEPHONE: (847) 294-7564? FACSIMILE: (847) 294-7834.

APPENDIX TO AD 98-23-01? DOCKET NO. 98-CE-108-AD

PART NAME	PART NUMBER	AIRPLANE/ENGINE MAKE/MODEL
DRY AIR PUMP	211CC	AIRPLANES
	215CC	AEROSPATIALE / TB9, TB10, TB20
	E211CC	BEECH / 19, 19A, B19, 23, B23, C23, 24, A24, A24R,
B24R, C24R, 76,	77, E95	

//END PART 14//

CAA0025 9810310847
FF ENCAYAYP
310848 KRWAYAYX
//PART 15 OF 19//

CESSNA / F152, FA152, 172, FR172K, R172K, 177, 177RG, FR182, R182, TR182, T182, T303, 336, 337, F337, T337G, P337, FT337, 411, 411A, 421A, 421B, 421C

GRUMMAN / AAA1B, AA1C, AA5A, AA5B, GA7

LAKE / LA-4-200, 250

MAULE / M4-210

MOONEY / M20B, M20C, M20D, M20E, M20F, M20G, M20J,

M20K

NAVION / G, H

PIPER / PA-18, PA18-150, PA-22-108, PA-23-235,

PA-23-250, PA-24-180, PA-24-250, PA-24-260,

PA-24-400, PA-28-140, PA-28-150, PA-28-151,

PA-28-160, PA-28-161, PA-28-180, PA-28R-180,

PA-28-181, PA-28R-200, PA-28-201T, PA-28R-201,

PA-28R-201T, PA-28RT-201, PA-28RT-201T, PA28-235,

//END PART 15//

FF ENCAAYYP
310856 KRWAYAYX
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PA-28-236, PA-30, PA-31-300, PA-31-310, PA-31-325, PA-31-350,
PA-31P-350, PA-32-260, PA-32-300, PA-32R-300,
PA-32RT-300, PA-32RT-300T, PA-32-301, PA-32-301T,
PA-32R-301, PA-32R-301T, PA-34-200, PA-34-200T, PA-38-112,
PA-39, PA-44-180, PA-44-180T
ROCKWELL / 100, 112, 112A, 112B, 112TC, 112TCA, 114,
114A, 180

LOVAUX LTD. / OPTICA OA7, SERIES 300
(FLS AEROSPACE)

ENGINES

TEXTRON LYCOMING / O-235, O-290, O-320, O-360, O-435,
O-540, IO-320, IO-360,
IO-540, IO-720, TIO-360, TIO-540, GO-480, GSO-480
CONTINENTAL / O-300, GO-300, IO-360, TSIO-360,
TSIO-520, GTSIO-520
//END PART 16//

FF ENCAAYYP
310859 KRWAYAYX
//PART 17 OF 19//

UNITED AIRCRAFT / PT6A, PT6B
211CC-9
DRY AIR PUMP 215CC-9 AIRPLANES
CESSNA / 150, A150K, A150L, A150M, F150K, F150L,
F150M,

FA150K, FA150L, FA150M, 152, A152, 172, 177, 337
ENGINES

TEXTRON LYCOMING / O-320

CONTINENTAL / C90-16, O-200

DRY AIR PUMP 212CW AIRPLANES
E212CW BEECH / A23, A23A, E33, E33A, F33A, F33C, V35A,
V35A-TC,

216CW 36, A36, A36TC, B36TC, B55, 58, 76,
BRITTEN NORMAN / BN-2A

CESSNA / 152, A152, 172, 180, 182H THRU M, 182N AND

//END PART 17//

CAA0029 9810310904

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310905 KRWAYAYX
//PART 18 OF 19//

P, F182, R182, TR182,
T182, 185, U206, TU206, 207, T207, 210, T210, P210,
T303, 310P, 310R, 335,
414A 340, 340A, 401, 401A, 401B, 402, 402A, 402B, 414,

HELIO / H295

MAULE / M4-220

MOONEY / M20K, M22

NAVION / G, H

PA-34-200T, PA-39,
PA-44-180, PA-44-180T, PA-46-310P, PA-46-350
ENGINES

TEXTRON LYCOMING / LIO-360, GO-435, TIO-541

CONTINENTAL / E-185, E-225, IO-346, O-470, IO-470,

//END PART 18//

CAA0030 9810310915

FF ENCAAYP

310916 KRWAYAYX

//PART 19 OF 19//

TSIO-470, IO- 520

CONVERSION KIT FRANKLIN / 6A-335, 6A-350
300-1 CESSNA / 172A, 172B THRU 172H
PIPER / PA-22-108, PA-22-135, PA-22S-135, PA-22-150,
PA-22S-150, PA-22-160, PA-22S-160
CONVERSION KIT 300-2 BEECH / 35 THRU S35, 35-33 THRU 35-A33, 35-B33
CESSNA / 175 THRU 175A, 175B, 175C, P172D, 180 THRU
180H, 182 THRU 182H, 185
CONVERSION KIT 300-3 CESSNA / 150, 150A THRU 150H
THRU 185D, 210, 210A THRU 210J, 210-5, 210-5A
COUPLING KIT 350 COUPLING KIT MAY HAVE BEEN PUT ON ANY OF THE
ABOVE LIST AIRPLANES OR ENGINES.
//END PART 19//