EMERGENCY AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

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

We post Emergency ADs on the internet at "av-info.faa.gov"

DATE: August 27, 2002
AD #: 2002-18-51

Send to all U.S. owners and operators of Wytwornia Sprzetu Komunikacyjnego (WSK) PZL-Rzeszow S.A. Franklin 6A-350-C1, -C1A, -C1L, -C2, -C2A, and 4A-235 series engines. These engines are used on, but not limited to AERMACCHI S.p.A. S.205-22/R, Cessna 170, 172, and 175 series, Maule Aerospace Technologies, Inc. M-4-220, -220C, -220S, -220T, and M-5-220C, S.O.C.A.T.A. – Groupe AEROSPATIALE Model MS 894E, Swift Museum Foundation Model GC-1B, and Univair Aircraft Corp. (Stinson) 108 series airplanes.

This Emergency Airworthiness Directive (AD) is prompted by a report received from the General Inspectorate of Civil Aviation (GICA), which is the Airworthiness Authority of Poland, that informs the Federal Aviation Administration that there have been several failures of the valves and diaphragms in certain diaphragm type AC4886 fuel pumps, AC part number (P/N) 5656774, PZL P/N 26.11.1710. The only number that appears on the pump is 4886 on a metal tag attached to a bolt on the upper cover. Failure of the check valves inside the pump can result in reduction or complete loss of fuel flow to the engine as a result of loss of valve function, and failure of the diaphragm could also result in reduction of fuel flow and an external fuel leak. This condition, if not corrected, could result in the reduction or loss of engine power or external fuel leaks.

FAA's Determination of an Unsafe Condition and Required Actions

Since an unsafe condition has been identified that is likely to exist or develop on other Franklin 6A-350-C1, -C1A, -C1L, -C2, -C2A, and 4A-235 series engines of the same type design, this AD requires removing any diaphragm type AC4886 fuel pump, AC P/N 5656774, PZL P/N 26.11.1710 before further flight, and prohibits installing any fuel pump type AC4886.

This rule is issued under 49 U.S.C. Section 44701 (formerly 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 emergency AD.

2002-18-51 Wytwornia Sprzetu Komunikacyjnego (WSK) PZL-Rzeszow S.A.: Docket No. 2002-NE-20-AD

Applicability

This airworthiness directive (AD) is applicable to WSK PZL-Rzeszow S.A. Franklin 6A-350-C1, -C1A, -C1L, -C2, -C2A, and 4A -235 series engines with diaphragm type AC4886 fuel pump, AC P/N 5656774, PZL P/N 26.11.1710 installed. These engines are installed on, but not limited to AERMACCHI S.p.A. S.205-22/R, Cessna 170, 172, and 175 series, Maule Aerospace Technologies,

Inc. M-4-220, -220C, -220S, -220T, and M-5-220C, S.O.C.A.T.A. – Groupe AEROSPATIALE Model MS 894E, Swift Museum Foundation Model GC-1B, and Univair Aircraft Corp. (Stinson) 108 series airplanes.

Note 1: This AD applies to each engine 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 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 (b) 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.

Compliance

Compliance with this Emergency AD is required before further flight after receipt this Emergency AD, unless already done.

To prevent the reduction or loss of engine power or external fuel leaks, do the following:

(a) Before further flight, remove type AC4886 fuel pump, AC P/N 5656774, PZL P/N 26.11.1710. Type AC4886 pumps might have metal tag with 4886 attached to a bolt on the upper cover. PZL-Rzeszow has issued Service Bulletin No. PZL-F/71/2002, dated August 2002 on this subject.

(b) After receipt of this AD, do not install type AC4886 fuel pump, AC P/N 5656774, PZL P/N 26.11.1710.

(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, Engine Certification Office (ECO). Operators must submit their requests through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, ECO.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the ECO.

(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 done.

(e) **Emergency AD 2002-18-51, issued August 27, 2002, becomes effective upon receipt.**

FOR FURTHER INFORMATION CONTACT: Richard Woldan, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park; Burlington, MA 01803-5299; telephone (781) 238-7136; fax (781) 238-7199.

Issued in Burlington, Massachusetts on August 27, 2002.

Donald E. Plouffe,
Acting Manager, Engine and Propeller Directorate,
Aircraft Certification Service.