

KU-KEN-910

No.TCD- 1108-74

Date Dec. 27, 1974

Japan Civil Aviation Bureau

Airworthiness Directive

The undermentioned examinations or modifications are mandatory.

FA-200 Series Airplanes

1. Applies to:
(S/N up to 243, except 41, 101, 102 and 214)

2. Compliance required as indicated

To prevent engine stoppage caused by oil loss due to crack(s) on the oil cooler return tube, accomplish the followings, unless already accomplished.

- 2.1 Before the first flight after the effective date of this AD, inspect the oil return line tube (P/N 200-914131-113 for FA-200-160 S/N 12~18, P/N 200-914131-107 for FA-200-180 S/N 12~18, and P/N 200-914131-119 for S/N after 19) by approved dye penetrant method for cracks at the 90° angled area adjacent to the engine and thereafter visually inspect for oil leak at this area before and after each flight until flexible hoses have been installed in accordance with paragraph 2.5.

2.2 When the tube is found cracked free, wrap the heat resistant tape in accordance with FHI Service News No. FAS-074 or later JCAB approved revision within 10 hours time in service after the effective date of this AD.

When the tube is found cracked, replace with uncracked tube and wrap the heat resistant tape,

2.3 If oil leak is found during visual inspection, replace the tube with airworthy tube or hose.

2.4 Replace the tape during each 50 hours time check.

2.5 Replace the tube with flexible hoses before April 1, 1975 in accordance with FHI Service News No. FAS-074 or later JCAB approved revision. When this replacement has been accomplished, visual inspection may be discontinued.

3. Remarks

3.1 This AD becomes effective on January 4, 1975.

3.2 FHI Service News FAS-074 pertains to this subject.