

**IMPORTANT** - This is **NOT** an official Federal Aviation Administration list of Airworthiness Directives. See your Licensed Airframe and Powerplant Mechanic who also holds an Inspection Authorization for a complete up to date list of Airworthiness Directives.

DISCLAIMER: This list of FAA Airworthiness Directives is provided to help Stinson owners understand possible problems with Stinson aircraft. This list CANNOT be considered official, only Airworthiness Directives I know about are listed here. This list can help if you are planning to purchase a Stinson in knowing what areas to investigate before you buy.

Obtain complete up to date airworthiness directives from a Licensed Airframe and Powerplant Mechanic who also holds an Inspection Authorization. AD's are also available on the FAA homepage.

This list is in three parts - Part 1 are AD's for the Stinson, Part 2 are AD's for the Franklin engine, Part 3 are AD's for Propellers used on Stinsons, Part 4 are AD's for MARVEL-SCHEBLER Carburetor. **NOTE** - many Stinsons have different engines and/or propellers installed by supplemental type certificate (STC). This list of AD's concerns the Stinson as delivered.

### **Part 1 - Stinson Airplane**

Each of these airworthiness directives should be shown as complied with in the aircraft log book.

**47-50-11** Stinson: applies to 108 series aircraft.

Compliance required by March 1, 1948.

The front ash trays shall be modified to the self-contained type or a "No Smoking" placard installed.

Stinson service bulletin No. 246 covers a satisfactory method modifying these ash trays.

**47-50-12** Stinson: applies to Model 108 Series Serial Numbers 1 through 3500.

Compliance required every 100 hours of operation.

Inspection of the stabilizer leading edge attachment to the fuselage should be made for fatigue cracks, after each 100 hours of operation. If fatigue cracks are present, reinforcements to the stabilizer fitting should be added. Inspection may be discontinued after reinforcement is installed.

Stinson service bulletin No. 254 dated September 5, 1947, covers this same subject.

**49-16-02** Stinson: Applies to All Models 108-2 and 108-3 Series Aircraft, serial numbers 2250 and up.

Compliance required at next periodic inspection but not later than July 1, 1949. To prevent wing fabric loosening along the upper surface of the front and rear spars in the area of the fuel tank causing a spoiler action, remove the fuel tank and inspect the upper surface wing fabric for proper installation, looseness and deterioration. The fabric should be wrapped securely around spar flange ending at spar web. If fabric is not installed in this manner or it is loose, the following shall be accomplished.

1. Resecure fabric to wing structure using at least a 4-inch width of surface tape as reinforcement. Dope to upper wing fabric along spar and wrap securely around spar flange stopping at spar web.
  2. Reinstall fuel tanks.
  3. Seal 1/8 inch crevice on upper wing surface (between fuel tank and spar) flush with wing contour using perma-plastic sealing compound compatible with doped fabric surface. (3-M Weatherstrip cement manufactured by the Minnesota Mining and Manufacturing Co., or equivalent, is acceptable).
  4. All rework should be in accordance with Civil Aeronautics Manual 18.
- This supersedes AD 49-06-05.

**50-17-02** Stinson: Applies to All Model 108 series Aircraft.

Compliance required as indicated.

A number of cases have been reported of broken core strands in the rudder cables where they pass over the pulley at fuselage Station 18.75 (first pulley aft of rudder pedals). To preclude failures, the following is therefore required:

1. Within the next 25 hours and at every 100 hours thereafter the following should be accomplished. Remove the rudder cables from the pulleys, bend the cables in tight "U" where they pass over the pulley, being careful that permanent kinks are not formed, and inspect either visually or by touch. Replace all Cables showing signs of breakage.
2. The above inspection may be discontinued and the normal inspections resumed if the following is done: Remove the AN 210-3A pulleys at fuselage Station 18.75; modify the pulley brackets and install larger pulleys, P/N 41001-2, and two cable guards, P/N SK253-2, in accordance with detailed instructions in Piper Service Bulletin No. 114 or an equivalent modification.

**50-25-01** Stinson: Applies to All Model 108 Series Aircraft.

Compliance required not later than September 1, 1950.

Reports have been received of fuel seepage into the space between the inner cabin trim and the outer fabric covering of the fuselage. This results in soaking of insulating material in the cabin wall. The source of the fuel can be spillage during filling of tanks, thermal expansion of fuel in full tanks, or tank leakage. This fuel runs to the under surface of the wing, adhering to the lower curved

surface of the trailing edge of the wing at the flap well, thence inboard to the fuselage and across the rear window. Since the window seal is often not perfectly tight the fuel may then enter the cabin wall.

To preclude the fire hazard of fuel soaked insulation within the cabin wall due to these causes, a drip strip similar to that shown in Figure 1 should be installed on the underside of each wing. This drip strip will prevent fuel from flowing from the wing to the fuselage.

The AD has a figure here of the drip strip and its location.

Piper Service Bulletin No. 115, dated March 31, 1950, covers this same subject.

- 54-02-02** FEDERAL SKIS: Applies to All Universal (Stinson) 108 and Cessna 170, 170A and 170B Airplanes Equipped With Federal Models AWB-2500 and AWB-2500A Wheel Skis and Piper PA-20 Airplanes Equipped With Federal Model AWB-2100 Wheel Skis.

Compliance required as soon as possible but not later than February 15, 1954.

To preclude the possibility of the ski dropping down against the mechanical rigger and possible subsequent damage to the aircraft structure, the rigging arrangement must be revised in accordance with Federal Aircraft Works Drawing No. 11D1077.

- 79-07-02** ESB WISCO, INCORPORATED: Amendment 39-3442. EXIDE AC 78M and WILLARD W 78M BATTERIES. Applies to those batteries manufactured during December 1978, January and February 1979, identified by the figures N-8, A-9, or B-9 stamped on either terminal post. They may be installed in, but not limited to, the following aircraft:

Aero Commander	1960 on - various models,
Bellanca	1959 on - various models,
Callair	1964 on - various models,
Champion	7 series models: 7GC, 7HC, etc.,
Enstrom	F-28 series, possible other models,
Helio	All series,
Lake Amphibian	Model C-1 and LA-4,
Navion	Rangemaster and others,
Piper	Cherokee and Pawnee PA-28 and PA-25, but not limited to these models,
Rockwell	All models,
Stinson	All models,
Wing	Derringer models.

Compliance is required as follows. Remove from service before next flight and replace with any approved battery of comparable rating.

This amendment becomes effective April 3, 1979.

**2005-01-19**

GARMIN International Inc.:  
Amendment 39-13944; Docket No. FAA-2004-18743;  
Directorate Identifier 2004-CE-23-AD.

When Does This AD Become Effective?

(a) This AD becomes effective on February 23, 2005.

What Other ADs Are Affected by This Action?

(b) This AD supersedes AD 2004-10-15, Amendment 39-13645.

What Airplanes Are Affected by This AD?

(c) This AD affects GARMIN International Inc. GTX 33, GTX 33D, GTX 330, and GTX 330D Mode S transponders that include software versions 3.00, 3.01, 3.02, 3.04, or 3.05 that are installed on, but not limited to, the following airplanes, certificated in any category:

(46) Univair Aircraft Corporation (Stinson) 108, 108-1, 108-2, 108-3, 108-5.

NOTE - this AD has a very long list of aircraft which may be affected, I show only the Stinson models 108 with this list.

## **Part 2 - Franklin Engine**

**48-50-01** Franklin: Applies to All Bellanca 14-13, 14-13-12 and Stinson 108, 108-1 Aircraft Equipped with Franklin Model 6A4-150-B3 and B31 Engines with Serial Numbers 11000 to 14000 Inclusive.

Compliance required after each 25 hours of operation.

To prevent possible cylinder base flange failure, visual inspection for cracks just above the base flange should be made every 25 hours of operation on the early type cylinders until replaced by the later type cylinders. Early type cylinders have a flat section which extends 3/8 inch to 7/8 inch from the outer edge of the base flange. On later type cylinders the flat section has been practically eliminated by extending the ribbed section close to the edge of the flange.

It is urgently recommended that early type cylinders be replaced at the earliest opportunity.

Franklin Service Bulletin No. 69 covers this same subject and offers special discounts effective through January 1949, for cylinder replacements.

This supersedes AD 48-47-02.

**51-15-02** Franklin: Applies to All Franklin 6A4-165-B3 Engines Serially Numbered 33046 and Below Incorporating Original Crankcase (Left Half No. 18305; Right Half No. 18306). These Two Parts Form Crankcase Assembly, P/N 18553. The Number of Each Crankcase Half is Located on Each Casting Below the Number 1 and 6 Cylinder Location.

To Be accomplished by July 15, 1951.

Effective on and after this date, all applicable crankcases with 500 hours of operation since new or 250 hours since last overhaul should be inspected as

follows: Remove crankcase cover and visually inspect the webbing near the main journal area for cracks.

(1) Crankcases found to be free of cracks should be inspected at 250-hour intervals thereafter. In the event that the conditions described in (2) and (3) are detected, the provisions of (2) and (3) will apply.

(2) Crankcases found with (a) surface indications, hairline cracks, or small wall cracks and (b) cracks starting at main bearing stud hole on the opposite side from main bearing support, may be operated further at the option of the owner. Such crankcases should be inspected at 50-hour intervals thereafter to determine progress of cracks.

(3) Crankcases found fractured or with cracks that have progressed to the extent that they enter the main bearing supports (usually from back near (a) main bearing stud hole and (b) drilled oil hole) indicate that a complete break soon will occur. Such crankcases should be replaced with the reinforced crankcase assembly, P/N 18925 at which time no further inspection is required.

Crankcase assembly P/N 18925 may be identified by casting No. 18905 appearing below No. 1 cylinder location and casting No. 18906 appearing below No. 6 cylinder location.

Franklin Service News No. 10 also covers this subject.

**51-28-02** Franklin: Applies to Model 6V4-178 Series Engines Prior to Serial Number 17690 and 6V4-200 Series Engines Prior to Serial Number 26235.

Compliance required as indicated.

To preclude the possibility of oil pump failure, oil pump gears (P/N 10673 and 17736) must be inspected at each 300 hours of operation. Excessively galled gears must be replaced. If same part numbers are used for replacements, the 300-hour inspections will still apply. If carbo nitrided oil pump drive gear, P/N 19377, and oil pump driven gear, P/N 19373, are installed, no further inspection is required. When these new carbonitrided gears are installed, suffix "P" must be stamped after the serial number of the engine on the nameplate - example: No. 1700P.

Franklin Service Bulletin No. 86, revised November 1, 1951, covers this same subject.

This supersedes AD's 51-22-02 and 51-11-03.

**96-02-04** Franklin: Amendment 39-9489. Docket No. 95-ANE-70. Supersedes Priority Letter AD 94-14-11, issued June 23, 1994.

Applicability: Franklin Model 6A4-150-B3 and 6A4-165-B3 reciprocating engines, installed on the following U.S. registered aircraft: N6209M, N74231, and N752C.

NOTE: This airworthiness directive (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 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 engine from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent detonation due to low octane, which can result in severe engine damage and subsequent failure, accomplish the following:

(a) For engines that are certified to operate on only 91 or higher octane aviation gasoline (avgas) within the next 2 hours time in service (TIS) after the effective date of this airworthiness directive (AD) perform an engine teardown and analytical inspection, and replace with serviceable parts as necessary in accordance with the applicable overhaul manuals.

(b) For engines that are certified to operate on 80 octane avgas, within the next 2 hours TIS after the effective date of this AD conduct a differential compression test on all cylinders in accordance with the applicable maintenance manuals, and examine the oil filter by cutting the oil filter apart and spreading the filter paper out to look for metal particles. If metal particles are present, or if one or more cylinders shows unacceptable compression as specified in the applicable maintenance manuals, perform an engine teardown and analytical inspection, and replace with serviceable parts as necessary in accordance with the applicable overhaul manuals. NOTE: Additional guidance for conducting differential compression tests is contained in paragraph 692 of Advisory Circular (AC) No. 43.13-1A, dated 1988.

(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 and Propeller Standards Staff. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Engine and Propeller Standards Staff. NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine and Propeller Standards Staff.

(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) This amendment supersedes priority letter AD 94-14-11, issued June 23, 1994.

(f) This amendment becomes effective on February 13, 1996.

### **Part 3 - Propellers**

**47-50-13** Downer Bellanca and Stinson: Applies Only to Aircraft Equipped with Koppers Model Aeromatic F200 Propellers.

Compliance required no later than the next 25-hour propeller lubrication and at 25 hours of operation thereafter.

Inspect propeller hub as follows:

Remove balancing band from both ends of hub barrel after index marking each to facilitate proper reassembly. Examine the other surfaces of the hub completely for indications of line cracks or fractures. The area of primary concern are (1) those beneath the balancing band, (2) the weld joint where hub barrel and mounting tube meet, and (3) the weld joint where mounting tube and mounting flange meet.

Defective hubs should be removed from service.

Koppers service bulletin No. 12, dated October 9, 1947, covers this same subject.

**50-34-01** Koppers: Applies to All Aircraft Equipped with Model F200 "Aeromatic" Propellers (Does NOT apply to "Aeromatic Model 220 Propellers").

Compliance required in all cases no later than April 1, 1952.

1. Stinson Models 108-2 and 108-3 aircraft: Compliance required no later than first 200 hours of propeller operation.

2. Stinson Models 108 and 108-1 aircraft: Compliance required no later than first 400 hours of propeller operation.

3. If the total propeller operation time is unknown, or if a reasonably accurate estimate of total time cannot be made, compliance is required not later than the next 50 hours of operation. (Except for Stinson Series aircraft, compliance is required by not later than the next 50 hours of operation if the total operation time as of August 29, 1949, exceeds 500 hours.)

Blade retaining flanges, P/N 3277 must be replaced with P/N 3277-1. When this change is accomplished a "-1" (dash one) is to be suffixed to the propeller assembly number on the nameplate to indicate compliance. Koppers Service Bulletin No. 24 covers this same subject.

Stinson Models 108-2 and 108-3 only: (Compliance required by May 16, 1949).

To avoid the possibility of crankshaft or propeller failures resulting from excessive torsional vibration in the 2,700 to 2,800 r.p.m. range, all engine operation must

be restricted to 2,650 r.p.m. maximum and propeller readjusted in accordance with Koppers Service Bulletin No. 22. As a further safety measure it is required that propellers which have accumulated any operating time in the 2,650 to 2,800 r.p.m. range be equipped with new blade retainer flanges P/N 3277-1. Koppers Service Bulletin Nol 23-E covers this same subject. This supersedes AD 49-42-1, for the purpose of clarifying the date of compliance.

**63-19-04** SENSENICH: Amdt. 618 Part 507 Federal Register September 14, 1963. Applies to All Controllable and Constant Speed Propeller Models C-2FM, CS-2FM, C-3FR4, CS-3FR5, and CS-3FM4.

(Aircraft on which these propeller models are installed include but are not necessarily confined to the Piper PA-12, -14, -16, -20, -22, Monocoupe 90AL-115, Stinson 108-2 and -3, Bellanca 14-13 and Goodyear GA-2B.)

Compliance required as indicated.

(a) On aircraft with Lycoming 0-235C or 0-290-D Series engines or Franklin 6A4-165-B3 engines, inspect propellers with 90 hours or more propeller time in service on the effective date of this AD in accordance with (e) within 10 hours propeller time in service after the effective date of this AD, and thereafter each 100 hours propeller time in service from the last inspection.

(b) On aircraft with Lycoming 0-325C or 0-290-D Series engines or Franklin 6A4-165-B3 engines, inspect propellers with less than 90 hours propeller time in service on the effective date of this AD in accordance with (e) prior to the accumulation of 100 hours propeller time in service, and thereafter within each 100 hours propeller time in service from the last inspection.

(c) On aircraft with engines not listed in (a) and (b), inspect propellers with 290 hours or more propeller time in service on the effective date of this AD in accordance with (e) within 10 hours propeller time in service after the effective date of this AD, and thereafter within each 300 hours propeller time in service from the last inspection.

(d) On aircraft with engines not listed in (a) and (b), inspect propellers with less than 290 hours propeller time in service on the effective date of this AD in accordance with (e) prior to the accumulation of 300 hours propeller time in service, and thereafter within each 300 hours propeller time in service from the last inspection.

(e) Remove the propeller blades from the hub and carefully inspect the wood blade shank and split retaining groove in the blade ferrule for cracks. Check and tighten the lag screws to 160 inch-pounds of torque. Magnetically inspect the

ferrule and all ferrous metallic parts of the hub. Special care should be given to the inspection for cracks originating in the hub lock ring groove. Replace blades with broken lag screws, cracked wood shanks or ferrule before further flight.

(Sensenich Service Bulletins Nos. 133, Revision 1, dated January 29, 1960, and R-9 dated December 7, 1962, cover this same subject.)

This supersedes AD 50-47-01. This directive effective October 15, 1963.

**64-07-03** FLOTTORP Models F12A-3 and F12A-5 Series Propellers. Remove the six AN 4H7A bolts attaching the 248-1 spinner bulkhead to the propeller flange and reinstall six shorter AN 4H6A bolts. The old AN 960-416L washers may be reused. Torque bolts to 70 to 90 inch- pounds. Safety wire all boltheads with MS20995-C32 safety wire.

**69-09-03 R3** SENSENICH: SENSENICH PROPELLER MANUFACTURING COMPANY INC. Models M76EMM, M76EMMS, 76EM8, and 76EM8S( ) Metal Propellers. Stinson 108's are **NOT** affected by this airworthiness directive unless the airplane has a Lycoming engine installed by STC.

**2003-13-17** Hartzell Propeller, Inc., McCauley Propeller Systems, Sensenich Propeller Manufacturing Company, Inc., and Raytheon Aircraft Company Propellers:  
Amendment 39-13219. Docket No. 2003-NE-13-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 18, 2003.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Hartzell Propeller, Inc., McCauley Propeller Systems, Sensenich Propeller Manufacturing Company, Inc., and Raytheon Aircraft Company (formerly Beech Aircraft Corporation) propellers returned to service by T and W Propellers, Inc. of Chino, CA, and that have a propeller hub serial number (SN) listed in Table 1 of this AD. Table 1 follows:

The FAA included a very long list of propeller manufacture, model and serial numbers which are affected by this AD. It will be necessary to check the FAA list of affected propellers.

**2005-14-11** Hartzell Propeller, Inc., McCauley Propeller Systems, and Sensenich Propeller Manufacturing Company, Inc. Propellers: Amendment 39-14188. Docket No. 2003-NE-53-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective August 17, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Hartzell Propeller, Inc., McCauley Propeller Systems, and Sensenich Propeller Manufacturing Company, Inc. propeller models last returned to service by Southern California Propeller Service of Inglewood, CA., listed in the following Table 1:

The FAA included a very long list of propeller manufacture, model and serial numbers which are affected by this AD. It will be necessary to check the FAA list of affected propellers.

**Part 4 - MARVEL-SCHEBLER Carburetor**

**63-22-03** MARVEL-SCHEBLER: Amdt. 636 Part 507 Federal Register October 30, 1963. Applies to All MA4-5 Carburetors Not Having the One-Piece Combination Primary and Main Venturi and Used on the Following: Continental O-470 Series Engines Installed in Cessna 180 and 182 Series Aircraft; Continental GO-300 Series Engines Installed in Cessna 175 and P172 Series Aircraft; Lycoming O-540 Series Engines Installed in Aero Commander 500 Series Aircraft, Piper PA-23-250 Series Aircraft and Piper PA-24 Series Aircraft; Lycoming O-360 Series Engines Installed in Piper PA-24 Series Aircraft, Beech 95 Series Aircraft, and Mooney Mark 20 or 21 Series Aircraft; and Franklin 6A4-165 Series Engines Installed in Stinson 108 Series Aircraft.

Compliance required at next carburetor removal or overhaul of either the carburetor or engine whichever occurs first after the effective date of this AD, on all carburetors not having the one-piece combination primary and main venturi installed. Carburetors having the one-piece combination primary and main venturi installed are identified by the letter "V" stamped on the nameplate.

The primary venturi may become loose resulting in wear of the primary venturi support legs on the ends contacting the carburetor body and at the retaining clip area. As a result, the retaining clips may become dislodged or dislocated and wear may progress to the point the venturi becomes dislodged or dislocated. This can cause erratic engine operation or complete engine stoppage. To

preclude this, accomplish the following:

Replace the existing primary and main venturi with a one-piece combination primary and main venturi of the correct part number for the carburetor involved. When accomplished stamp the letter "V" on the carburetor nameplate below the serial number.

(Marvel-Schebler Service Bulletin No. A4-63, Lycoming Service Bulletin No. 297, and Continental Motor Service Bulletin No. M63-18 cover this same subject.)

This directive effective December 2, 1963.

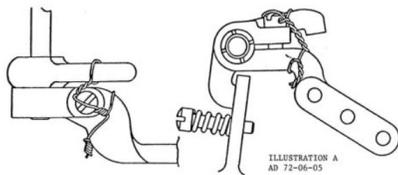
**72-06-05R2** MARVEL SCHEBLER (Facet Aerospace Products Company):  
Amendment 39-1411 as amended by Amendment 39-1685 is further amended by Amendment 39-5338. Applies to Models MA-3, MA-3A, MA3-PA, MA-3SPA, MA4-SPA, MA4-5, MA4-5AA, MA-5, MA-5AA, MA-6AA and HA-6 carburetors used on various Franklin (Aircooled), Continental, Lycoming and Ranger engines, having one of Illustrations A, B, C, or D.

Compliance is required within 30 days after the effective date of the AD, unless already accomplished.

To prevent looseness or separation of the throttle arm, accomplish the following or any equivalent procedure approved by the Manager, New York Aircraft Certification Office, FAA, New England Region.

(1) Inspect the throttle arm to verify that it is bottomed against the shoulder on the throttle stop and positioned so that full throttle travel is obtained, and if not, loosen clamping screw and reposition arm and/or re-rig control system in accordance with airplane manufacturers' maintenance instructions to obtain these conditions.

(2) Inspect the throttle arm on Marvel Schebler MA-3, MA-3A, MA-3PA, MA3-SPA, and MA-4SPA carburetors to determine whether it has a spotfaced or milled flat for the head of the clamping screw. Replace any arm having a milled flat with one having a spotfaced flat. If not already installed, install a Marvel Schebler P/N A15-493 clamping screw (No. 10-24 x 5/8 slotted drilled fillister head) in the throttle arm. Torque the clamping screw to 20-28 in.-lb. and inspect the slot in the end of the arm for clearance. If the slot has closed so that no clearance remains, replace the arm and retorque to the above specifications. After the specified torque is established safety wire the throttle arm and clamping screw to the throttle stop as shown in Illustration A.



(3) On Marvel Schebler MA-4-5, MA4-5AA, MA-5AA, MA-6AA, and HA-6 series carburetors with throttle arms having a 10-32 bolt and nut clamping the arm on the throttle stop, torque the nut to 35 to 40 in. lbs. and safety wire the throttle arm to the throttle stop as shown in Illustration B. On these series carburetors having a throttle arm threaded for a 10-24 screw, if not already installed, install a Marvel Schebler P/N A15-493 clamping screw (No. 10-24 x 5/8 slotted drilled fillister head) in the throttle arm and torque the screw to 20 to 28 in. lbs. Safety wire the throttle arm to the throttle stop as shown in Illustration C or D.

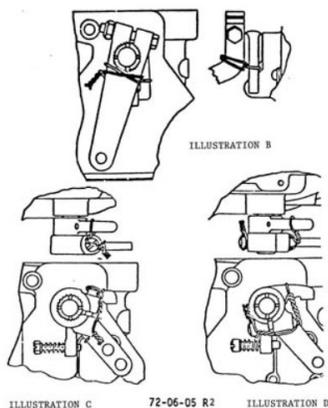
NOTE: The procedures specified in American Aviation Corporation Service Letter No. 69-4, dated October 3, 1969, Cessna Service Letter SE71-17 revised February 25, 1972, and Lycoming Service Bulletin No. 330A, dated October 30, 1970, are approved as equivalent procedures to those prescribed in this AD for the applicable carburetors.

Upon request, an equivalent means of compliance with the requirements of this AD may be approved by the Manager, New York Aircraft Certification Office, Aircraft Certification Division, New England Region, 181 South Franklin Avenue, Room 202, Valley Stream, New York 11581.

Amendment 39-1411 (AD 72-6-5) became effective March 24, 1972.

Amendment 39-1685 became effective July 9, 1973.

This Amendment 39-5338 becomes effective July 3, 1986.



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