

## REMARKS

DATE

INSPECTION - MAINTENANCE - REPAIRS - ALTERATIONS

12-9-2010 TACH 1743 HRS

REPLACED MAIN GEAR BUNGIES #1380 COMPLIED  
WITH AD 93-18-3, 93-14-4, 94-01-03 and 68-09-01  
BY INSPECTION. I CERTIFY THAT I HAVE  
INSPECTED THIS AIRCRAFT IN ACCORDANCE WITH  
AN ANAC INSPECTION AND determine it to  
BE IN AN AIRWORTHY CONDITION.

/ EUGENE WIND

# ENGINE LOG

[illegible]

## Airworthiness Directive

### ✧ Federal Register Information

#### ▼ Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Docket No. 93-ANE-61; Amendment 39-8700; AD 93-19-04

Airworthiness Directives; PRECISION AIRMOTIVE (formerly Facet Aerospace Products (formerly Marvel-Schebler)) Model MA3, MA3A, MA3PA, MA3SPA, and MA4SPA Carburetors

**PDF Copy (If Available):**

#### ▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective October 18, 1993.

#### ▼ Regulatory Information

**93-19-04 PRECISION AIRMOTIVE (formerly Facet Aerospace Products (formerly Marvel-Schebler)):** Amendment 39-8700. Docket 93-ANE-61. Supersedes Priority Letter AD 92-15-16 issued on July 9, 1992.

Applicability: Precision Airmotive (formerly Facet Aerospace Products (formerly Marvel-Schebler)) Model MA3, MA3A, MA3PA, MA3SPA, and MA4SPA carburetors installed on but not limited to Textron Lycoming Model O-235, O-290, and O-320 series engines, and Teledyne Continental A-65, A-75, C-75, C-85, C-90, C-115, C-125, C-145, O-200, and O-300 series engines installed on but not limited to normally aspirated piston engine powered aircraft manufactured by Cessna, Piper, Beechcraft, and Mooney.

Compliance: Required as indicated, unless accomplished previously.

To prevent a disruption of fuel flow to the engine, resulting in engine power loss, engine failure, and damage to the aircraft, accomplish the following:

(a) Prior to further flight, for carburetors repaired or rebuilt from November 1, 1991,

PRECISION AIRMOTIVE (formerly...

through July 15, 1992, accomplish the following:

(1) Visually inspect the float for Consolidated Fuel Systems (CFS) Part Number (P/N) CF 30-766 and remove the float if the date "10 91" is stamped on the top of the float lever arm, and replace with a serviceable float. NOTE: CFS Mandatory Service Bulletin CF-1-92, Revision 1, dated July 6, 1992, gives a listing of those known carburetors repaired or rebuilt during the suspect time period. NOTE: Guidance on replacing floats is contained in either Precision Airmotive (Facet) Aircraft Carburetor Service Manual, dated September 1984, or CFS Carburetor Float Kit Installation Instructions, CF 666-915.

(2) Floats identified with Precision Airmotive P/N 30-766 with any date stamped on the float lever arm, or CFS P/N CF 30-766 with dates 8 89, 12 89, 1 90, 2 90, 8 90, 10 90, 1 91, 2 91, 4 91, 4 92, or 7 92 stamped on the float lever arm do not need to be removed.

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

(c) Special flight permits may be issued in accordance with FAR 21.197 and 21.199 to operate the aircraft to a location where the requirements of this AD can be accomplished.

(d) This amendment becomes effective on October 18, 1993.

#### ▼ Footer Information

#### ▼ Comments

[FAA.gov Home](#) | [Privacy Policy](#) | [Web Policies & Notices](#) | [Contact Us](#) | [Help](#)

Readers & Viewers

**98-01-06 PRECISION AIRMOTIVE CORPORATION:** Amendment 39-10270.  
Docket 97-ANE-16. Supersedes AD 93-18-03, Amendment 39-8688.

**Applicability:** Precision Airmotive Corporation (formerly Facet Aerospace Products Corporation and Marvel-Schebler Corporation) Model MA-3, MA-3A, MA-3PA, MA-3SPA, MA-4SPA carburetors installed on but not limited to Textron Lycoming O-235, O-290, and O-320 series engines, and Teledyne Continental Motors A-65, A-75, C-75, C-85, C-90, C-115, C-125, C-145, O-200, and O-300 series engines. These engines are installed on, but not limited to, normally aspirated reciprocating engine powered aircraft manufactured by Cessna, Piper, Raytheon, and Mooney.

**Note 1:** This AD applies to each carburetor 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 carburetors 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.

**Compliance:** Required as indicated, unless accomplished previously.

To prevent disruption of fuel flow to the engine resulting in failure to attain rated power, power loss in flight, and forced landings, accomplish the following:

(a) For Precision Airmotive Corporation Model MA-3A, MA-3PA, MA-3SPA, and MA4-SPA carburetors:

(1) If not previously accomplished, prior to further flight, inspect the carburetor to determine if a two-piece venturi is installed. Carburetors that have the letter "V" stamped or etched on the lower portion of the data plate, or that have a black, yellow, or blue data plate showing the Precision Airmotive Corporation name and logo, or that have a black Facet Aerospace Products data plate with a serial number beginning with 750, are already equipped with a one-piece venturi and no further action is necessary provided the engine does not subsequently run rough or experience power loss.

(2) If a two-piece venturi is installed, inspect the carburetor at each annual, 100-hour, or progressive inspection, to determine if the primary venturi is loose or missing. If either of these conditions is found, prior to further flight, repair the carburetor by installing a serviceable two-piece venturi or by installing a one-piece venturi in accordance with Precision Airmotive Service Bulletin (SB) No. MSA-2, Revision 1, dated November 11, 1991, Revision 2, dated December 28, 1993, or Revision 3, dated October 10, 1995. Installing a one-piece venturi constitutes terminating action for the repetitive inspection requirements of this paragraph.

(3) If a one-piece venturi is already installed, or installed in accordance with subparagraph (2) of this paragraph, and the engine subsequently runs rough or experiences power loss, accomplish either of the following:

(i) Modify the carburetor in accordance with paragraphs (c), (d) or (e) of this AD, as applicable; or

(ii) Install a carburetor containing a two-piece venturi and resume the repetitive inspections required by paragraph (a)(2) of this AD.

(b) For Precision Airmotive Corporation Model MA-3 series carburetors: at the next annual, 100-hour, or progressive inspection, whichever occurs first, after the effective date of this AD, inspect the carburetor to determine if the primary venturi is loose or missing. If either of these conditions are found, prior to further flight, repair the carburetor by installing a serviceable two-piece venturi, or replace the entire carburetor with a serviceable carburetor. Repeat this inspection at each annual, 100-hour, or progressive inspection.

(c) For Precision Airmotive Corporation Model MA-3SPA series carburetors with part numbers (P/N) 10-4894 or 10-4115-1, installed on Teledyne Continental Model O-200A series engines modified on or after the effective date of this AD by installing a one-piece venturi, install a new fuel nozzle in accordance with Precision Airmotive SB MSA-7, dated September 30, 1994, at the time of installation of the one-piece venturi.

(d) For Precision Airmotive Corporation Model MA-3SPA series carburetors with P/Ns 10-4895, 10-4439, or 10-3237, installed on Teledyne Continental Model O-300 or C-145 series engines modified on or after the effective date of this AD by installing a one-piece venturi, install a new fuel nozzle in accordance with Precision Airmotive SB No. MSA-8, dated July 10, 1995, at the time of installation of the one-piece venturi.

(e) For Precision Airmotive Corporation Model MA-3SPA series carburetors with P/Ns 10-4240, 10-4252, 10-4252-1, or 10-4457, installed on Teledyne Continental Model C-75, C-85, or C-90 series engines modified on or after the effective date of this AD by installing a one-piece venturi, install a new fuel nozzle in accordance with Precision Airmotive SB No. MSA-9, dated October 10, 1995, at the time of installation of the one-piece venturi.

(f) 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, Seattle Aircraft Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Seattle Aircraft Certification Office.

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

(g) 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 inspection requirements of this AD can be accomplished.

(h) The actions required by this AD shall be done in accordance with the following Precision Airmotive Corporation SBs:

DOCUMENT NO.	PAGES	REVISION	DATE
MSA-2 Total	1-3	1	November 11, 1991

Pages: 3.

MSA-2	1-3	2	December 28, 1993
Total Pages: 3.			
MSA-2	1-4	3	October 10, 1995
Total Pages: 4.			
MSA-7	1-3	Original	September 30, 1994
Total Pages: 3.			
MSA-8	1-3	Original	July 10, 1995
Total Pages: 3.			
MSA-9	1-3	Original	October 10, 1995
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. Copies may be obtained from Precision Airmotive Corporation, 3220 100th Street SW., Building E, Everett, WA 98204; telephone (206) 353-8181, fax (206) 348-3545. 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.

(i) This amendment becomes effective on February 13, 1998.

#### ▼ Footer Information

#### ▼ Comments

[FAA.gov Home](#) | [Privacy Policy](#) | [Web Policies & Notices](#) | [Contact Us](#) | [Help](#)

**Readers & Viewers:** [PDF Reader](#) | [MS Word Viewer](#) | [MS PowerPoint Viewer](#) | [MS Excel Viewer](#) | [WinZip](#)