

Instruments and Automatic Pilots

AD/INST/43

Parker Hannifin Flexible Coupling

1/99 DM

Applicability: All aircraft that have had an Airborne Dry Air Pump (Vacuum Pump) incorporating a flexible coupling, Part Number (P/N) B1-19-1, installed since 1 January 1998.

Note: Review of documentation to determine applicability may be performed by any person nominated by the CofR holder with access to appropriate records.

Airborne has advised the following Dry Air Pumps, Conversion Kits and Coupling Kits are affected:

Item	Part Number	Serial Number
Dry Air Pump	211CC	2AP1 through 10AP319
Dry Air Pump	211CC-9	1AP1 through 2AP5
Dry Air Pump	E211CC	11AN543 through 11AN642 & 2AP1 through 7AP442
Dry Air Pump	212CW	2AP1 through 7AP286
Dry Air Pump	E212CW	1AP1 through 7AP492
Dry Air Pump	215CC	12AN719 through 12AN940 & 1AP1 through 9AP3510
Dry Air Pump	215CC-9	2AP1 through 7AP95
Dry Air Pump	216CW	12AN521 through 12AN660 & 1AP1 through 10AP2695
Conversion Kit	300-1	4AP120 through 4AP122 & 8AP256 through 8AP258
Conversion Kit	300-2	2AP30 through 2AP43, 4AP134, 4AP136 and 4AP137
Conversion Kit	300-3	1AP1 through 1AP3
Coupling Kit	350	1AP through 9AP and any kits with N/A marked in the Serial No Block

Where the P/N of the flexible coupling fitted to an affected pump is not known, assume the flexible coupling is affected by this Directive.

Requirement: 1. Remove the dry air pump and inspect for discrepant flexible coupling, P/N B1-19-1, in accordance with Airborne Service Letter No. 48, dated 20 October 1998.

Replace any discrepant couplings identified during this inspection with flexible coupling, P/N B1-7-3.

SCHEDULE OF AIRWORTHINESS DIRECTIVES

Note 1: Copies of SL48 are available from your local District Office or direct from Airborne, Fax No. 0015 1 440 937 5409 or E-mail: airborne.tech@Parker-H.com

Note 2: FAA Priority Letter AD 98-23-01 refers.

2. No person shall install on an Australian registered aircraft, a Dry Air Pump fitted with a flexible coupling, P/N B1-19-1, having a date code indicating a manufacture date of either 12/97 or 5-6/98.

Compliance: 1. a. Aircraft approved for Day VFR operations only:

No later than next maintenance release issue.

1. b. Aircraft approved for IFR or Night VFR operations:

Within 5 calendar days of the effective date of this Directive or prior to further flight whichever occurs later.

Where the inspection identifies a discrepant flexible coupling is installed and spares are not available, it is permissible to operate the aircraft in accordance with Day VFR requirements until a serviceable flexible coupling is available or until the issue of the next maintenance release, whichever occurs first.

If an aircraft is to be operated under this provision, make an appropriate entry on the maintenance release and affix a placard annotated thus "DAY VFR OPERATIONS ONLY" in view of the pilot in command. The maintenance release entry can be closed and the placard removed upon fitment of a serviceable flexible coupling.

2. As of the effective date of this Directive.

This Airworthiness Directive becomes effective on 4 December 1998.

Background: The FAA has received 50 reports of failures of the flexible coupling on certain Parker Hannifin Airborne Dry Pumps, Conversion Kits and Coupling Kits that have been installed in aircraft or engines.

These failures have been attributed to a manufacturing defect of the B1-19-1 flexible coupling manufactured between 1 January 1998 and 13 October 1998. This condition could result in loss of primary attitude and direction references during Instrument Flight Rules (IFR) operations.