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## AIRWORTHINESS DIRECTIVE

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For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

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### Navion Series Aeroplanes

**AD/NAV/4**

**Fuel System Selector Valves**

**9/2008**

**Applicability:** Sierra Hotel Aero, Inc. Models Navion (L-17A), Navion A (L-17B), (L-17C), Navion B, Navion D, Navion E, Navion F, Navion G, and Navion H aeroplanes.

**Requirement:**

1. Do a one-time inspection of the entire fuel system in accordance with Sierra Hotel Aero, Inc. Navion Service Bulletin (SB) No. 106A, dated 1 May 2007; or American Navion Society, Ltd. Field SB No. 1001, dated 30 April 2007.
2. Unless within the last 5 years the fuel selector valve has been replaced with one of the valves specified in Requirement 3 of this AD. Do inspection and functional tests of the fuel selector valves.

If using Sierra Hotel Aero, Inc. service information, an allowance may be made for a 1 inch of mercury reduction from the 24 inches of mercury standard for every 1000 feet of altitude over sea level testing conditions in accordance with Sierra Hotel Aero, Inc. Navion SB No. 106A, or American Navion Society, Ltd. Field SB No. 1001.

3. If there are any defects discovered during any of the inspections or tests detailed in Requirement 1 or 2 of this AD, perform any corrective actions required including replacing the fuel selector valve with one of the Part Numbers (P/N) listed below.

For replacement with Navion P/Ns 147-30013-201, 147-30013-202, or 147-30013-203 fuel selector valves use the following service information:

Sierra Hotel Aero, Inc. Navion Service Bulletin No. 106A, dated 1 May 2007.

Sierra Hotel Aero, Inc. Navion Service Bulletin No. 101A, dated 23 August 2005.

Navion Aircraft Corporation Navion Service letter # 87, dated 20 February 1965.

Where replacement with Navion P/Ns 145-48000-ANSI, 145-48000-ANS2, 145-48000-ANS3, or Osborne Tank Co. P/N 4090 fuel selector valves is used, the valve installation will require exclusion application to CASA detailing a CAR 35 proposed installation procedure before approval for fitment can be granted.

## Navion Series Aeroplanes

AD/NAV/4 (continued)

### Terminating Action

If within the last 5 years or at any time after the effective date of this AD the fuel selector valve has been replaced with any of the valves specified in Requirement 3 of this AD the repetitive inspections and functional tests of the fuel selector valve detailed in Requirement 2 of this AD may be terminated.

*Note: FAA AD 2008-05-14 Amdt 39-15408 dated 28 February 2008 refers.*

Compliance: For Requirement 1:

Within the next 100 hours time-in-service (TIS) after the effective date of this AD or within the next 12 months after the effective date of this AD, whichever occurs first.

For Requirement 2:

Initially within the next 100 hours time-in-service (TIS) after the effective date of this AD or within the next 12 months after the effective date of this AD, whichever occurs first. Repetitively thereafter at intervals not to exceed 12 months until the replacement as detailed in Requirement 3 of this AD is accomplished.

For Requirement 3:

Before further flight.

This Airworthiness Directive becomes effective on 28 August 2008.

Background: The FAA has received reports from aeroplane accidents associated with leaking or improperly operating fuel system selector valves. The issuing of this AD is to detect and correct fuel system leaks or improperly operating fuel selector valves, which could result in the disruption of fuel flow to the engine. This failure could lead to engine power loss.



James Coyne  
Delegate of the Civil Aviation Safety Authority

16 July 2008