
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (1) of CAR 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.

Partenavia P68 Series Aeroplanes

AD/P68/52

Fuel Selector Control

12/2002

Applicability: All Partenavia P68 series aircraft.

Requirement: Carry out inspection of the fuel selector valve control system in accordance with VulcanAir Service Bulletin SB 113.

Note: Italian AD 2002-415 refers.

Compliance:

1. Unless previously carried out; within 50 flight hours or three months from the effective date of this Directive, whichever comes first; and
2. Thereafter at 100 flight hour intervals; and
3. Whenever any the following conditions become evident:
 - a. Cabin fuel selector is stiff and difficult to operate
 - b. Detents indicating the correct valve positions are not clearly evident.
 - c. Abnormal fuel level readings between tanks that cannot be attributed to different engine fuel consumption as indicated by the fuel flow gauge, or to evident fuel leakage
 - d. Uncommanded fuel transfer between tanks in cases where the aircraft has been parked on an unlevelled surface.

This Airworthiness Directive becomes effective on 28 November 2002.

Partenavia P68 Series Aeroplanes

AD/P68/52 (continued)

Background: The manufacturer has received reports of fuel selector valve control system malfunction and improper rigging of the system, which led to improper operation of the fuel system, and a subsequent in-flight engine shutdown. Detailed inspections at regular intervals and when other criteria are met should prevent failure of the fuel selector valve system.



Barry James Reid McKay
Delegate of the Civil Aviation Safety Authority

18 October 2002