AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive (AD) AD/FK-P/6 and issues the following AD under subregulation 39.1 (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.

Franklin Piston Engines

AD/FK-P/6 Amdt 1 — Diaphragm Fuel Pumps — 10/2003 TX

Applicability: All WSK"PZL-Rzeszow" or Franklin manufactured horizontally opposed piston engines incorporating a diaphragm fuel pump.

Note 1: This Directive is not applicable to aircraft with a gravity feed only fuel system.

Requirement:

1. Identify the model and part number of the installed diaphragm fuel pump in accordance with Section I of WSK/Franklin Service Bulletin (SB) Number PZLF/71/2002.

2. Remove from service, diaphragm fuel pumps identified as model AC4886 or AC Part Number (P/N) 5656774 or PZL P/N 26.11.1710.

3. Replace the diaphragm pump with a sliding vane pump as detailed in WSK/Franlin SB PZL-F/72A/2002 or SB PZL-F/73A/2002 as applicable.

Note 2: Republic of Poland General Inspectorate of Civil Aviation Airworthiness *Directives Nr SP-0088-2002-B and Nr SP-0045-2003-B refer.*

Compliance: Prior to further flight.

This Amendment becomes effective on 22 August 2003.

Background: Amendment 1 of this Directive introduces an approved replacement for the fuel pump.

This Directive was issued to address a report received by the FAA from the Polish General Inspectorate of Civil Aviation (GICA). The report detailed that there have been several failures of the pump check valves and diaphragms in certain AC4886 diaphragm fuel pumps. Failure of the fuel pump check valves can result in a reduction or complete loss of fuel flow. Failure of the diaphragm may also result in a loss of fuel flow or a fire risk from an external fuel leak.

Franklin Piston Engines

AD/FK-P/6 Amdt 1 (continued)

The original issue of this Directive became effective on 30 August 2002.

Jim Coyne
Delegate of the Civil Aviation Safety Authority

20 August 2003

The above AD is notified in the *Commonwealth of Australia Gazette* on 22 August 2003.