

Airworthiness Directive Amendment 39-3718; AD 80-06-05
Federal Register Information
Header Information
DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration
14 CFR Part 39
Amendment 39-3718; AD 80-06-05
Airworthiness Directives; SLICK ELECTRO, INC.
Models and Associated Serial And Impulse Coupling Numbers
Preamble Information
AGENCY: Federal Aviation Administration, DOT
DATES: Effective March 28, 1980.
Regulatory Information
80-06-05 SLICK ELECTRO, INC.: Amendment 39-3718. Applies to the following Slick magneto models and associated serial and impulse coupling numbers:
MAGNETO MODEL NO. (1) SERIAL NO. (1) (2) IMPULSE COUPLINGNO. (1)
447 & 447R 9040001 thru 9040049 M2374
662 & 662R 9020462 thru 9070000 M2362
664 & 664R 9040001 thru 9040086 M2370
680 & 680R 9020462 thru 9070000 M2369
4151 & 4151R 9020017 thru 9070000 M1709
4152 & 4152R 9020017 thru 9070000 M1709
4181 & 4181R 9020017 thru 9070000 M1709
4201 & 4201R 9020210 thru 9070000 M3007
4251 & 4251R 9030001 thru 9070000 M3165
4281 & 4281R 9030001 thru 9070000 M3007
4230 & 4230R 9040001 thru 9040197 M3068
6210 8090073 thru 9070000 M3050
6214 8050001 thru 9070000 M3085
(3) M2371, M3100, & M3165
NOTES: (1) Any of the units listed were manufactured subsequent to January 1979.
(2) Any magneto serial numbers between and including the lower and upper limits as shown are affected by this AD.
(3) These coupling numbers are for parts used as spares and also must be tested.
The magneto models as listed above are installed on, but not limited to, the following engines:
Lycoming AEIO-360
AEIO-320
IO-320
O-235
O-320
O-360
Continental A-65-8
A-75-8
C-85-8

C-90-8
O-200-A
O-300-A, -B, -C, -D
O-470-U
IO-360-KB
IO-470
IO-520-A, -B, -F
TSIO-470
TSIO-520-T
Compliance is required as indicated unless already accomplished. To prevent a possible magneto failure and subsequent engine or accessory malfunction, accomplish the following:
Prior to the next ten (10) hours of aircraft time in service, or within the next thirty (30) calendar days from the date of this AD, whichever occurs first, complete the following comparative hardness test procedures:
1. Remove the impulse coupling magneto(s) from the engine per engine manufacturer's instructions.
2. Remove the impulse coupling assembly from the magneto frame per Slick's maintenance and overhaul instructions.
3. Establish a reference level of acceptable metal hardness by sliding a fine cut mill file over the flat surface of either pawl. The file will slide freely and will only burnish the hard surface of the pawl.
4. By a similar filing action, test for the hardness of each of the two rivet heads.
5. If there is resistance to sliding and material is removed from the rivet head, the rivet has not been heat treated and the coupling assembly must be replaced. Return the defective coupling assembly to a Slick Electro, Inc. distributor.
6. If hardness of the rivet heads and pawls are equivalent, reassemble and identify AD compliance by metal stamping a letter "C" on the Slick insignia located on the side of the magneto identification plate.
7. If the results of the comparative hardness test on the rivet(s) are questionable, the coupling assembly must be replaced.
This amendment becomes effective March 28, 1980, as to all persons except those to whom it was made immediately effective by the airmail letter dated February 4, 1980, which contained this amendment.

Not Required Per Model Number