
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.

Franklin Piston Engines

AD/FK-P/6

Diaphragm Fuel Pumps

**11/2002
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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 Number PZL-F/71/2002.
2. Remove from service, diaphragm fuel pumps identified as model AC4886 or AC part number 5656774 or PZL part number 26.11.1710.

Note 2: Sections II and III of WSK/Franklin Service Bulletin Number PZL-F/71/2002 detail WSK is not able to provide a replacement pump at the time of the issue of this Directive. Therefore, unless an alternative model or design replacement pump is obtained and the installation is approved under Civil Aviation Regulation (1988) CAR 35 or a Supplemental Type Certificate (STC), aircraft incorporating the fuel pumps of concern will be grounded.

Note 3: Republic of Poland General Inspectorate of Civil Aviation Airworthiness Directive Nr-SP-0088-2002-B and FAA Emergency Airworthiness Directive 2002-18-51 refer.

Compliance: Effective 30 August 2002; before further flight.

Franklin Piston Engines

AD/FK-P/6 (continued)

Background: This Directive has been 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.



James Coyne
Delegate of the Civil Aviation Safety Authority

29 August 2002