

Airworthiness Directive Schedule

Lycoming VO-540 Series Engines

28 February 2019

- Notes:**
1. This AD schedule is applicable to Lycoming **VO-540** series engines manufactured under FAA Type Certificate Number **E-304**.
 2. The Federal Aviation Administration (FAA) is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for Lycoming reciprocating engines. State of Design ADs applicable to these engines can be obtained directly from the FAA website at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet
 3. Where a NZ AD is based on a foreign AD, compliance may be shown with either the NZ AD or the equivalent State of Design AD, because they will have essentially the same requirements i.e. the logbook will need to list all the NZ ADs, but the CAA will accept compliance with the equivalent State of Design AD as a means of compliance with the NZ AD. (The same as happens now for an imported aircraft.)
 4. Manufacturer service information referenced in Airworthiness Directives listed in this schedule may be at a later approved revision. Service information at later approved revisions can be used to accomplish the requirements of these Airworthiness Directives.
 5. The date above indicates the amendment date of this schedule.
 6. New or amended ADs are shown with an asterisk *
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Contents

DCA/LYC/106A	FAA AD 62-03-02 Hydraulic Valve Body and Plunger Assemblies – Replacement.....	2
DCA/LYC/123B	FAA AD 68-08-08 Limited Travel Valve Lifters – Replacement	2
DCA/LYC/136	Crankcase Bearing Dowel Replacement - Modification	3
DCA/LYC/150	FAA AD 73-23-01 Piston Pins - Inspection	3
DCA/LYC/151A	FAA AD 73-05-01 Connecting Rod Assemblies with High Tensile Strength Bolts – Modification.....	3
DCA/LYC/171	FAA AD 80-04-04R1 Crankshaft Flange Bolt Installation - Inspection.....	3
DCA/LYC/187	FAA AD 92-12-05 Piston Pin - Removal	4
DCA/LYC/190A	FAA AD 97-01-03 Piston Pin - Removal	4
DCA/LYC/196A	Piston Pin Plug Wear – Inspection	5
DCA/LYC/223A	FAA AD 2012-03-07 Carburetors – Inspection and Replacement	5
	From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) website. The link to the FAA website is available on the CAA website at http://www.caa.govt.nz/airworthiness-directives/states-of-design/ If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.	6
* DCA/LYC/224A	Lycoming Parallel Valve Cylinder and Head Assemblies – Inspection	6

DCA/LYC/106A FAA AD 62-03-02 Hydraulic Valve Body and Plunger Assemblies – Replacement

Applicability: Model VO-540 series engines.

Note 1: No action required if already in compliance with DCA/LYC/106. This AD revised to clarify the manufacturer service instruction reference with no change to the AD requirement.

Requirement: To prevent failure of the hydraulic valve tappet body and plunger assembly the engine manufacturer has designed improved parts.

Replace the plunger assembly and tappet body with plunger assembly P/N 72876 and tappet body P/N 73061 or with approved alternate parts.

Note 2: Lycoming SI No. 1011H or later FAA approved revisions pertains to the subject of this AD.

(FAA AD 62-03-02 refers)

Compliance: Within the next 100 hours TIS or at the next engine overhaul whichever occurs sooner, unless previously accomplished.

Effective Date: DCA/LYC/106 - 31 July 1964
DCA/LYC/106A - 27 November 2008

DCA/LYC/123B FAA AD 68-08-08 Limited Travel Valve Lifters – Replacement

Applicability: Model VO-360 and IVO-360 series engines, and
Model VO-435 and TVO-435 series engines, and
Model IGSO-480 series engines excluding model IGSO-480-A1D6, IGSO-480-A1E6, and IGSO-480-A1G6 engines, and
Model VO-540, IVO-540 and TIVO-540 series engines, and
Fitted with hydraulic valve lifters P/N 76289.

Note 1: No action required if already in compliance with DCA/LYC/123A. This AD revised to include notes 2 and 3 with no change to the AD requirement or compliance.

Note 2: This AD is not applicable to engines manufactured before 1 January 1966 fitted with hydraulic valve lifters P/N 72876 including those engines fitted with hydraulic lifters P/N 72876, 76290 or 78289.

Note 3: Lycoming SB No. 314C or later FAA approved revisions lists the S/Ns of new and factory remanufactured engines which were fitted with affected hydraulic valve lifters P/N 76289.

Requirement: To prevent failure of the valves accomplish the following:

1. For model TVO-435, VO-540, IVO-540, and TIVO-540 series engines replace affected hydraulic lifters with P/N 78290 or with alternate approved parts.

2. For model VO-360, IVO-360, VO-435 and IGSO-480 series engines replace affected hydraulic lifters with P/N 78290 or with alternate approved parts.

(FAA AD 68-08-08 refers)

Compliance: 1. Within the next 50 hours TIS unless previously accomplished.

2. At 650 hours TIS on affected valves with less than 600 hours TIS, and within the next 50 hours TIS on affected valves with 600 hours or more TIS, unless previously accomplished.

Effective Date: DCA/LYC/123A - 30 September 1968
DCA/LYC/123B - 27 November 2008

DCA/LYC/136 Crankcase Bearing Dowel Replacement - Modification

Applicability: As detailed
Requirement: Accomplish Lycoming SI 1225D
Compliance: At next overhaul
Effective Date: 30 June 1972

DCA/LYC/150 FAA AD 73-23-01 Piston Pins - Inspection

Applicability: As detailed
Requirement: Accomplish Lycoming SB 367F.
 (FAA AD 73-23-01)
Compliance: Within the next 50 hours TIS
Effective Date: 30 September 1973

DCA/LYC/151A FAA AD 73-05-01 Connecting Rod Assemblies with High Tensile Strength Bolts – Modification

Applicability: Model VO-540, IVO-540, TVO-540 and TIVO-540 engines with S/N as listed in SB 371B.
Note 1: No action required if already in compliance with DCA/LYC/151. This AD revised with Lycoming SB No. 371A now at revision B and to include note 2 with no change to the AD requirement.
Requirement: Accomplish Lycoming SB 371B.
 (FAA AD 73-05-01 refers)
Note 2: Lycoming SB No. 371B or later FAA approved revisions pertains to the subject of this AD.
Compliance: Within the next 50 hours TIS, unless previously accomplished.
Effective Date: DCA/LYC/151 - 15 February 1974
 DCA/LYC/151A - 18 December 2008

DCA/LYC/171 FAA AD 80-04-04R1 Crankshaft Flange Bolt Installation - Inspection

Applicability: All VO and TVO-435 series and VO, IVO, TVO and TIVO-540 series engines
Requirement: To prevent possible failure of crankshaft flange bolts perform following unless already accomplished:
 1. (a) Check engine crankshaft flange to transmission drive coupling attachment bolt nuts for 15 ft lb torque measured in tightening direction.
 (b) If torque is less than 15 ft lb, inspect engine crankshaft flange and helicopter transmission drive coupling flange for cracks, fretting, galling or any metal transfer from one surface to its mating surface.
 (c) Remove from service any crankshaft or coupling with any such defects.
 2. Prior to returning engine to service accomplish the following:
 (a) Remove and discard all flange bolts, measure all bolt holes in crankshaft flange and repair as necessary per Avco Lycoming SI 1209B.
 (b) Install replacement bolts per Avco Lycoming SI 1209B.
 (FAA AD 80-04-04R1 refers)
Compliance: 1. (a) At 600 hours TIS and thereafter at intervals not exceeding 600 hours TIS until 2(a) and 2(b) accomplished.
 Engines with 550 hours or more TIS since new or overhaul shall be initially inspected within next 50 hours TIS
Effective Date: 15 August 1980

DCA/LYC/187 FAA AD 92-12-05 Piston Pin - Removal

Applicability: Models listed in Textron Lycoming SB 501B

Requirement: To prevent piston pin failure, accomplish the following:

1. For engines with S/N's listed in Textron Lycoming SB 501B, remove all piston pins P/N LW-14077 and replace with serviceable parts.
2. For engines not listed by S/N in SB 501B, determine if piston pin P/N LW-14077 purchased from Textron Lycoming or a Textron Lycoming distributor from 18 June 1991 through 5 August 1991 has been fitted. Remove these pins from service and replace with serviceable parts.
3. Piston pins P/N LW-14077 purchased from Textron Lycoming or a Textron Lycoming distributor from 18 June 1991 through 5 August 1991 that are not installed in engines are considered unairworthy and shall not be placed in service.

(FAA AD 92-12-05 refers)

- Compliance:**
1. At 100 hours TTIS or within next 50 hours TIS, whichever is the later.
 2. At 100 hours TTIS or within next 50 hours TIS whichever is the later.
 3. Before installation.

Effective Date: 2 October 1992

DCA/LYC/190A FAA AD 97-01-03 Piston Pin - Removal

Applicability: Piston Pins P/N LW-14077 that were originally shipped from Textron Lycoming during the time period 15 December 1995 through 17 September 1996.

These piston pins may have been obtained individually, or be installed in:-
Models and S/Ns of engines listed in Textron Lycoming Service Bulletin 527C.
Overhauled engines and cylinder kits (including Superior Air Parts supplied kits that use P/N LW-14077 piston pins).

Note 1: Piston pins P/N LW-14077, are not fitted to O-235 series engines.

Requirement: To prevent piston pin failure and engine stoppage, accomplish SB 527C. Piston Pins marked with code 17328 (per SB527B Figure 1) must be removed before further flight.

(FAA AD 97-01-03 refers)

Compliance: Before 50 hours TTIS (piston pins). For piston pins that have already exceeded 50 hours TTIS, before further flight.

Note 2: The aircraft may be operated to a location where the requirements of this AD can be accomplished.

Effective Date: DCA/LYC/190 16 October 1996
DCA/LYC/190A 6 June 1997

DCA/LYC/196A Piston Pin Plug Wear – Inspection

Applicability: All Lycoming engines fitted with piston pin end plugs P/N 60828 or LW-11775.

Note 1: This AD revised to clarify the applicability and the compliance.

Note 2: This AD is not applicable to engines fitted with piston pin end plugs P/N 72198. Engines manufactured, overhauled or rebuilt by Lycoming after February 1999 are fitted with piston pin end plugs P/N 72198.

Requirement: To prevent abnormal wear of piston pin plugs which could result in engine failure, inspect the oil screen, the oil filter element, the oil suction screen and the oil from the filters as applicable per Lycoming SI 1492C of later FAA approved revisions.

If abnormal aluminium or iron content is found accomplish corrective actions per manufacturer instructions before further flight.

(Lycoming Service Instructions 1267C and 1492C refer)

Compliance: For all remanufactured and overhauled engines fitted with affected piston pin end plugs:

Within the first 10 hours TIS and the next 25 hours TIS, and thereafter at intervals not to exceed 50 hours TIS.

For all other engines in service fitted with affected piston pin end plugs:

At the next oil/oil filter change or before 50 hours TIS whichever is the sooner, and thereafter at intervals not to exceed 50 hours TIS.

Effective Date: DCA/LYC/196 - 28 January 1999
DCA/LYC/196A - 25 June 2009

DCA/LYC/223A FAA AD 2012-03-07 Carburettors – Inspection and Replacement

Applicability: All Lycoming reciprocating engines fitted with model HA-6 carburettors P/N 10-5219-XX, 10-5224-XX, 10-5230-XX, 10-5235-XX, 10-5253-XX, 10-5255-XX, 10-5283-XX, 10-6001-XX, 10-6019-XX and 10-6030-XX including all dash numbers.

Note 1: DCA/LYC/223A revised to clarify the applicability with no change to the AD requirement. Affected carburettors have a 'machined-from-billet' body.

Requirement: To prevent the mixture control sleeve from rotating in the carburetor body which could result in fuel restriction and a loss of engine power, accomplish the inspections and corrective actions specified in FAA AD 2012-03-07.

Note 2: A copy of FAA AD 2012-03-07 can be obtained from the FAA AD website at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet

(FAA AD 2012-03-07 refers)

Compliance: Within the next 50 hours TIS from 29 March 2012 (the effective date of DCA/LYC/223), unless previously accomplished.

Effective Date: DCA/LYC/223 - 29 March 2012
DCA/LYC/223A - 31 May 2012

From 1 October 2012 the Civil Aviation Authority of New Zealand (CAA) will no longer rewrite the text of State of Design ADs. Applicable State of Design ADs will be listed below and can be obtained directly from the National Airworthiness Authority (NAA) website. The link to the FAA website is available on the CAA website at <http://www.caa.govt.nz/airworthiness-directives/states-of-design/> If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ they will be added to the list below.

*** DCA/LYC/224A Lycoming Parallel Valve Cylinder and Head Assemblies – Inspection**

Applicability: All Lycoming engines fitted with parallel valve cylinder and head assemblies listed in Table 1 of Lycoming Mandatory Service Bulletin (MSB) 634, dated 11 October 2018, or later FAA approved revision.

Note: DCA/LYC/224A revised to introduce a repetitive inspection requirement for affected parallel valve cylinder and head assemblies, until replacement per requirement 2 of this AD. Affected cylinder and head assemblies were supplied in cylinder kits and installed on all parallel valve engines (except O-235 model engines), that were supplied by Lycoming Engines between 1 September 2013 and 30 April 2015. To identify affected cylinder and head assemblies refer to Lycoming MSB 634.

Requirement: To prevent loss of engine power due to a cracked cylinder assembly, accomplish the following:

1. Inspection:
Inspect affected parallel valve cylinder and head assemblies for visible discolouration/residue on the cylinder fins. If residue is found on the cylinder fins, then the cylinder may be cracked and further investigation is required. Accomplish a compression test on affected cylinders (refer to Lycoming Service Instruction 1191A). If the compression value does not meet OEM requirements, then the cylinder may be cracked and further investigation is required. Any loss of compression may be due to a cracked cylinder assembly. If a whistling sound is evident while accomplishing the compression test, then the cylinder may be cracked and further investigation is required. If a cracked cylinder assembly is found, then replace all affected parallel valve cylinder and head assemblies fitted on the engine, before further flight.
2. Replacement:
Remove and replace all parallel valve cylinder and head assemblies listed in Table 1 of MSB 634, dated 11 October 2018, or later FAA approved revision. Affected parallel valve cylinder and head assembly listed in Table 1 of MSB 634 shall not be overhauled, refurbished, or repaired and returned to service. From the effective date of this AD, an affected parallel valve cylinder and head assembly listed in Table 1 of MSB 634, shall not be installed on any engine.

Compliance: 1. Inspection:
Within the next 50 hours TIS and thereafter at intervals not to exceed 50 hours TIS until requirement 2 of this AD is accomplished.

2. Replacement:
Replace all affected cylinder and head assemblies at the next engine overhaul.

Effective Date: DCA/LYC/224 - 25 October 2018
DCA/LYC/224A - 28 February 2019