

Airworthiness Directive

► Federal Register Information

▼ Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-2619; AD 76-11-02

Airworthiness Directives; Morane Saulnier Models MS880B, MS892A-150, MS892E-150, MS893A, MS893E, MS894A and MS894E Airplanes

PDF Copy (If Available):

▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective June 7, 1976.

▼ Regulatory Information

76-11-02 MORANE SAULNIER (SOCATA): Amendment 39-2619. Applies to Model MS880B, MS892A-150 and E-150, MS893A and E, and MS894A and E airplanes, serial numbers 831 and above, certificated in all categories.

Compliance is required as indicated, unless already accomplished.

To prevent the possible loss of an engine cowling due to improper latching of locks and cowl lock wear, accomplish the following:

(a) For airplanes incorporating Socata-type engine cowl locks, within the next 10 hours time in service after the effective date of this AD, either incorporate the following cowl locking procedures in the Airplane Flight Manual immediately following Section 4.3.1, Step 3; or if an Airplane Flight Manual is not available, install a placard adjacent to one of the engine cowl locks which contains the following cowl locking procedures:

Cowl Locking Procedures.

(1) Raise latch locking lever to maximum travel to allow cowl upper catch to engage lower cowl catch.

(2) Press latch locking lever to full down position until distinct snap is heard indicating completed locking.

(3) Check the locking mechanism by pulling the lock latching lever with a force sufficient to overcome the weight of the lever and low friction forces.

(b) For airplanes incorporating Socata-type engine cowl locks, within the next 25 hours time in service after the effective date of this AD, and thereafter at intervals not to exceed 100 hours time in service from the last inspection -

(1) Visually inspect the engine lower cowling metal centering tabs and the upper cowling centering pins, for wear of the metal tab receiving holes and wear of the centering pins to assure proper mating of the upper and lower cowling. Replace the metal centering tabs and cowling centering pins, found to be worn; and

(2) Inspect the engine cowling locking mechanism and if deterioration in locking push force is evident as demonstrated by a lack of snap action on the latch locking lever, adjust the Socata type engine cowl lock by removing the cotter pin in the upper catch, threading the latch trunnion into the upper catch a distance of one or more turns, and reinserting the cotter pin in accordance with the procedure described in paragraphs 1.2 and 3.1 of Socata Service Bulletin No. 107 Gr. 71-06, dated November 1972, or an FAA-approved equivalent.

(c) For MS880B airplanes, serial numbers 831 through 1604, equipped with Dialatch engine cowl locks -

(1) Within the next 50 hours time in service after the effective date of this AD, accomplish the following in accordance with Socata Service Bulletin No. 77/2, Gr. 71-03, dated May 1973, or an FAA-approved equivalent:

(i) Replace the Dialatch cowl locks with Socata-type engine cowl locks.

(ii) Install reinforcing angle plates on the engine cowl centering pin brackets.

(iii) Install engine cowl stops;

(2) Within the next 50 hours time in service after the effective date of this AD, revise the Airplane Flight Manual, or install a placard, as specified in paragraph (a) of this AD; and

(3) Within the next 100 hours time in service after installation of the Socata type engine cowl lock in accordance with paragraph (c)(1)(i) of this AD and thereafter at intervals not to exceed 100 hours time in service from the last inspection, visually inspect the engine lower cowling metal centering tabs and the upper cowling centering pins, for wear of the metal tab receiving holes and wear of the centering pins to assure proper mating of the upper and lower cowling. Replace the metal centering tabs and cowling centering pins found to be worn.

This amendment becomes effective on June 7, 1976.

▼ Footer Information

▼ Comments

FAA.gov Home | Privacy Policy | Web Policies & Notices | Contact Us | Help

Readers & Viewers: [PDF Reader](#) | [MS Word Viewer](#) | [MS PowerPoint Viewer](#) | [MS Excel Viewer](#) | [WinZip](#)