

SERVICE BULLETIN NUMBER 2

October 4, 1999

Subject: Fitting cracks in a selected group of McFarlane Aviation replacement engine controls.

Product Affected: This service bulletin applies to all McFarlane vernier style push-pull controls manufactured between April 20, 1999 and September 23, 1999. All of the affected controls have production lot numbers between JO5306 and JO5686. The McFarlane vernier style push-pull controls are used as replacement engine mixture controls and propeller pitch controls.

Affected FAA-PMA Engine Controls

Mixture Control P/N

MC9862066-1
MC9862066-5
MC9862066-6
MCC299507-0101
MCC299507-0201
MCC299507-0301
MCC299507-0401
MCC299508-0401
MCC299508-0402
MCS1220-3
MCS1220-12A
MCS1220-13

Propeller Controls P/N

MC9862067-1
MC9862067-3
MC9862067-12
MCC299506-0101
MCC299506-0102
MCC299506-0103
MCC299506-0105
MCC299506-0201
MCS1223-3
MCS1223-4
MCS1223-6

All McFarlane vernier style push-pull controls that were manufactured to customer specifications that might not have a part number are also affected.

Affected Aircraft: Cessna Model Series R172, 177, 180, 182, 185, 188, 205, 206, and 207 that have had the mixture or propeller control replaced with a McFarlane control. This service bulletin is also applicable to other aircraft that the McFarlane vernier push-pull controls might have been field installed on.

Time of Compliance: The initial inspection is required within the next 25 hours of operation or 45 days which ever comes first. Recurring inspections are required every 100 hours of operation or every 12 months which ever comes first.

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General: McFarlane Aviation has detected substandard strength in part of a specific lot of our conduit to vernier housing attachment fittings that are used in our vernier style push-pull engine controls. This fitting is swaged during manufacture to secure the conduit to the vernier housing. It has been determined that some fittings will crack in the swaged area when subjected to abnormal side loads being applied to the conduit perpendicular to the conduit centerline. It is possible that the cracks could eventually cause detachment of the conduit from the vernier housing. This condition could result in full or partial loss of engine mixture control or propeller control.

Inspection Requirements: Obtain access to the backside of the aircraft dash-panel and visual access to the backside of the McFarlane vernier push-pull control. Visually inspect the conduit to vernier housing fitting for cracks in the swaged area. The cracks will usually start at the conduit end of the fitting and extend towards the vernier housing. See *Figure 1*. Remove from service all controls with a cracked fitting.

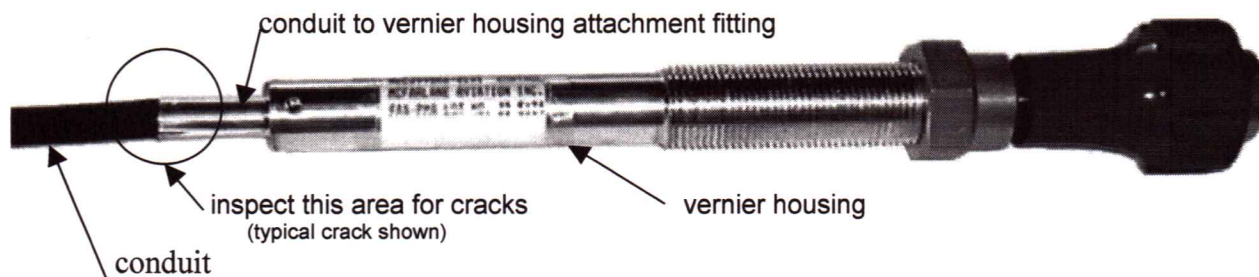


Figure 1

Replacement Credit: Replacement controls will be available from McFarlane Aviation and McFarlane Aviation Distributors. Full credit will be given for all defective controls. A labor allowance of \$60.00 will be allowed when replacement is required during the initial inspection. A labor allowance of \$40.00 will be allowed when replacement is required during recurring inspections. The cost of normal freight will be credited for the replacement of defective controls.

Distribution: This bulletin is being mailed to all purchasers of record of the affected McFarlane controls. Please forward this urgent information to the current owner or operator of the affected aircraft. For further information or questions call (800) 544-8594. All persons are free to copy this information if it is copied in its entirety.