

>>> Service Letter

Technical Aspects are FAA Approved

Number: L95-05A

Replaces ServL95-005

Date: 7/14/2004

Subject: Cylinder Assembly Inspection Practices

Application: All Aircraft Cylinder Assemblies

Superior Air Parts, Inc. originally issued Service Letter L95-05 in response to a small number of reports of corrosion induced cylinder barrel cracks in PMA cylinders for TCM C and O-200/300 series engines. These cylinders had been manufactured before 1995. Subsequent design and manufacturing improvements, coupled with owner/operator attention to cylinder barrel corrosion has eliminated this problem since that time.

However, in the interest of air safety, Superior continues to emphasize for all types and makes of cylinders that each time access to an engine is gained (oil changes, 100 hour and annual inspections, etc.), cylinders should be thoroughly examined. If evidence of exhaust leakage, oil stains or barrel cracks is present the engine should not be operated until the cylinders are determined to be airworthy.

If corrosion or rust is noted on the cylinder barrel during these inspections the barrel should be cleaned and refinished to prevent corrosion stress risers that can lead to cracks. Clean the corrosion and rust with a stainless steel wire brush such as an Osborn 254-SV-3 or equivalent. Prime the bare spots with zinc chromate and paint with the matching color using a good grade of high temperature enamel.