

Continuing Airworthiness Notice – 74-003 Rev 1



Slick 4200, 4300, 4700, 6200, 6300 and 6700 series Magnetos

3 August 2020

A Continuing Airworthiness Notices (CAN) is issued by the Civil Aviation Authority of New Zealand in the interests of aviation safety to alert, educate and make recommendations to the aviation community of essential information not considered mandatory. The information in this CAN does not meet the criteria for an Airworthiness Directive (AD). The inspections and practices described in this CAN must still be carried out in accordance with the applicable NZCAR Parts 21, 43 and 91.

CAN numbering is by ATA Chapter followed by a sequential number for the next CAN in that ATA Chapter.

Applicability:

Slick magneto models 4301, 4303, 4316, 4330, 4333, 4354, 4371, 4372, 4373, 4374, 4381, 4392, 4755, 6310, 6314, 6320, 6324, 6331, 6351, 6355, 6361, 6362, 6364, 6367, 6377, 6379, 6380, 6382, 6399 and 6755, with S/N between 15021147 and 19020180.

In addition, any 4200/6200 series impulse coupled magneto, which had the impulse coupling changed with an impulse coupling manufactured between February 2015 and February 2019.

Note:

S/N 15021147 = Manufacture date of February 2015.

S/N 19020180 = Manufacture date of February 2019.

Affected impulse coupling replacement kits were manufactured between 26 February 2015 and 1 February 2019.

If it is not possible to confirm the manufactured date of the impulse coupling that is installed on a given magneto from maintenance records, then the magneto must be removed from the engine in order to have the impulse coupling inspected.

Purpose:

This Continuing Airworthiness Notice (CAN) is revised to advise operators and maintainers of the following:

- The CAA has received seventeen reports of magnetos failing the inspection in Slick SB2-19.
- Champion Aerospace LLC has revised Slick Service Bulletin SB2-19 to revision A, dated 14 February 2020, which requires the replacement of certain affected P/N and S/N Slick magnetos, or the installation of a replacement impulse coupling in affected magnetos.

Background:

This CAN is prompted by the CAA receiving numerous reports of finding loose impulse coupling rivets in Slick magnetos. A loose or broken rivet could potentially enter the gear train of the engine resulting in damage to the gear train, or damage to the engine accessories and could potentially cause catastrophic engine failure.

Recommendation:

The CAA strongly recommends compliance with the requirements in Champion Aerospace SB2-19A dated 14 February 2020 or later approved revision.

The SB can be obtained from the Champion Aerospace website at <http://www.championaerospace.com/>