



DIRECCIÓN NACIONAL DE AERONAVEGABILIDAD (DNA)  
DIRECCIÓN AVIACIÓN GENERAL (DAG)  
REPÚBLICA ARGENTINA

## ADVERTENCIA 090/DAG

La presente ADVERTENCIA tiene por objeto dar a conocer una situación que puede resultar de interés para Talleres Aeronáuticos de Reparación, operadores y/o propietarios de aeronaves. Se emite a los efectos de informar y las recomendaciones no tienen carácter mandatorio.

Ciudad Autónoma de Buenos Aires, 11 de julio de 2008.

**APLICABLE A:** Magnetos marca SLICK.

**MOTIVO:** Problemas en las escobillas de carbón.

**ANTECEDENTES:** Esta Advertencia pone en conocimiento del público usuario el Special Airworthiness Information Bulletin (SAIB) N° CE-08-33 del 10-Julio-2008, emitido por la Federal Aviation Administration de EE.UU., relacionado con el desgaste prematuro de las escobillas de carbón de los magnetos SLICK. Este desgaste puede llevar a la no generación de la chispa por parte del magneto, con la consecuente pérdida de potencia del motor. Unison Industries ha emitido el Boletín de Servicio N° SB3-08, no obstante ello, lo aquí indicado no representa una solución o una acción terminante. Este SB está contenido en el Lycoming Mandatory SB N° 584 del 03-Junio-2008, y en el Continental Critical SB N° 08-9 del 16-Junio-2008.

Se adjunta a esta Advertencia el SAIB N° CE-08-33 (dos páginas).

**RECOMENDACION:** Con el fin de determinar el desgaste prematuro, esta Dirección recomienda la inspección de los magnetos SLICK mediante el Unison Industries SB3-08, de acuerdo al párrafo "*Recommendations*" del SAIB N° CE-08-33.

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Ing. Aer. Juan José Bordet  
Director de Aviación General



**SUBJ:** Magneto/Distributor - Ignition

*This is information only. Recommendations aren't mandatory.*

## **Introduction**

This Special Airworthiness Information Bulletin is being issued to alert all aircraft manufacturers, distributors, dealers, engine overhaul facilities, owners and operators **that have or use Slick Aircraft Products aircraft magnetos** of service problems with carbon brushes installed in these magnetos.

## **Background**

Unison Industries (Owners of Slick Aircraft Products) manufactures a series of magneto ignition systems that are widely used on the general aviation reciprocating engine fleet. It is known that Unison magnetos are installed on, but not limited to, Textron Lycoming and Teledyne Continental series engines. Numerous aircraft makes and models are potentially affected.

There have been field reports of premature wear of the carbon brushes in a certain serial number range of magnetos. Premature brush wear could lead to failure of the magneto to provide consistent spark, which could result in possible loss of engine power. The actions required by Unison Industries Service Bulletin SB3-08 do not provide a solution or terminating action. The actions specified in the service bulletin are intended to detect signs of wear before damage grows, which could result in magneto failure. The service bulletin will be updated when terminating action is implemented by Unison. Meanwhile, the service bulletin inspection requirements will remain in effect. In addition, there may be additional inspection requirements or other corrective actions defined by your respective engine and aircraft manufacturer's service information concerning this service difficulty issue.

At this time, this airworthiness concern is not considered an unsafe condition that would warrant an airworthiness directive (AD) action under Title 14 of the Code of Federal Aviation Regulations (14 CFR part 39).

## **Recommendations**

The FAA recommends compliance with Unison Industries Service Bulletin SB3-08. We also recommend that aircraft owners and operators become familiar with the relevant engine or aircraft service information concerning this service issue. Pilots and mechanics should pay close attention to the results of a magneto ignition check before each flight or while performing aircraft maintenance.

## **For Further Information Contact**

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**For Related Service Information Contact**

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