HARTZELL

SAMMENDRAG

1946 - 1970

1/53 HARTZELL PROPELL MODELL HC-12 x 20

Det har inntruffet en tilfelle hvor styrepinnen for styring av ventilhuset (part nr. B-59) for regulering av propellstigningen har løsnet i sitt feste til overføringsplaten (part nr. A-56) mellom stempel og ventil. Partsnummene refererer seg til Hartzell hydro-selective propeller manual. Tilfellet inntraff på en propell hvor styrepinnen ikke var sveiset til overføringsplatens bakside.

For å hindre gjentakelser har Luftfartsdirektoratet bestemt at styrepinne, som ikke er fastsveiset, skal sveises fast til overføringsplatens bakside. Sveisingen utføres elektrisk og går ut på å hefte materialet i enden av styrepinnen til baksiden av styreplaten. Arbeidet skal utføres av en erfaren sveiser - som ikke behøver å være autorisert flysveiser - under kontroll av en autorisert mekaniker.

Forandringen skal utføres innen neste 25 timers ettersyn.

19/56 HARTZELL PROPELLER HC. 12 x 20

Det har i utlandet forekommet et par tilfelle hvor ventilrøret i omstillingsventilen for Hartzell propeller på RC-3 Seabee har brukket. Årsaken til dette har vært trettbetsbrudd i stålrøret ved oljehullene. Et slikt brudd kan ha til følge at propelleren reverseres under flyging.

Luftfartsdirektoratet har derfor bestemt at propeller omstillingsventilen for Hartzell propeller på Seabee skal demonteres, og oljerøret med de to huller skal nøye kontrolleres med lupe eller magnafluxes. Denne inspeksjon må foretas så snart som mulig og ikke senere enn ved første 25 timers inspeksjon på motor. Hvis røret er fritt for sprekker, skal de skarpe kanter rundt oljehullene lett avrundes og poleres.

Omstillingsventilen skal siden demonteres for slik kontroll ved hver 100 timers inspeksjon.

Flyeieren pålegges å innføre denne inspeksjon i flyets vedlikeholdsinstruks.

Ovennevnte inspeksjoner er ikke nødvendige hvis omstillingsventilen har sleide i stedet for rørventil.

Referanse: Hartzell Service Bulletin No. 38 av 26. juni 1956 og
FAA Airworthiness Directive 56-17-3.

8/58 BLADFESTE FOR HARTZELL PROPELLER

Herved bestemmes at på Hartzell propeller av typene HC-12 x 20, HC-13 x 20, HC-82X serien og HC-83X-serien, skal de delte ringer som holder bladene i navet skiftes ut med ringer av ny type, senest ved neste overhaling. De nye ringer er merket med bokstaven N, de gamle er umerket. Årsaken til utskiftningen er å gi større sikkerhet mot tretthetsbrudd.

FAA Airworthiness Directive 58-7-1 og Hartzell Service Bulletin No. 58 omhandler samme forholdsregel.

De fleste Seabee fly har 12 x 20 propeller.

8/59 FESTEBOLTER FOR HARTZELL HC-82XG PROPELLERE

Det har forekommet tilfelle av brudd i de 3/8" boltene som fester HC-82XG propellerne til Lycoming O-320 og O-340-motorene (hvis en propeller av type HC-82XL er montert på en Lycoming O-340 motor, er festeboltene alt byttet ut med 7/16" bolter). I flere tilfelle har dette forårsaket at propelleren har løsnet fra motoren.

Luftfartsdirektoratet bestemmer derfor at følgende forholdsregler spesifisert i FAA "Airworthiness Directive" No. 59-9-3 skal følges:

1. Hvis festeboltenes tiltrekkingsmoment ikke er kontrollert i løpet av de siste 100 flytimer, skal det før neste 25 timers ettersyn kontrolleres at tiltrekkingsmomentet er 30 ft/lb. Deretter skal kontrollen utføres for hvert 100 timers ettersyn inntil boltene er skiftet.

2. Ved neste propeller- eller motoroverhaling, og senest 1. januar 1961, skal de 3/8" festeboltene skiftes ut med 7/16" bolter. Bolter som er spesifisert i Hartzell Bulletin No. 68 skal benyttes. Propellerens merking skal forandres fra HC-82XG-() til HC-82XL-(). Merkingen på Lycoming O-320 motorene skal forandres i samsvar med Lycoming Service Bulletin No. 253A. Typebetegnelsen for Lycoming O-340 motorene skal ikke forandres.

Hartzell Bulletin No. 41 og 68 og Lycoming Service Bulletin No. 253A omhandler samme sak.

4/60 PROPELLERNAV HARTZELL HC-12 x 20

For å forhindre havarier på grunn av mulige feil ved navet på propellere av typen Hartzell HC-12 x 20, har Luftfartsdirektoratet bestemt at alle nav med følgende fabrikasjonsnummer skal kasseres:

Nr. 1 t.o.m. 4303, 4307 t.o.m. 4316, 4318, 4319, 4321, 4323, 4324, 4325, 4328, 4329, 4332 t.o.m. 4336, samt 4341.

Propellernav med andre nummer enn de som er ført opp ovenfor kan brukes som erstatning for de kasserte navene.

Utskifting av kasserte nav må utføres snarest mulig og senest den 15. april 1960.

FAA Airworthiness Directive 59-26-1 omhandler samme sak.

4/61 SPREKKER I FØRINGSHYLSE ("GUIDE COLLAR")

Det er funnet sprekker i en rekke typer av Hartzell propeller med støpte føringshylser ("guide collars"). De typer det gjelder er:

Alle HC-82xF-1D, HC-82xF-1DB, HC-82xG-1D, HC-82xG-6DL, HC-82xL-1D og HC-92ZK-8L, samt HC-82xK-1D serie nr. 100G til 846G og HC-92ZK-8L serie nr. 100L til 491L. Propellene brukes blant annet på Cessna 180 og 182 og Piper PA-24.

Den type føringshylser ("guide collars") som sprekker er P/N 834-4, -8, -9, og er kjennelig på at hylsene ikke har noe spesielt merke. Det finnes en støpt type merket med bokstaven P og en smidd type med samme delnummer, men merket F, begge disse er prøvet og har ikke tendens til sprekkdannelse.

Luftfartsdirektoratet bestemmer:

1. Før 25 timer skal føringshylsene kontrolleres ved å se gjennom utskjæringene for bladene i spinneren, uten å ta av denne, for sprekker og for å se hvilken type føringshylse det er. Hvis hylsen er umerket må den senere kontrolleres hver 25 timer. Sprukne hylser må skiftes før flyging.

2. Alle umerkede føringshylser må skiftes ut med hylser merket F eller P ved neste overhaling av propellen, og i alle tilfelle før 1. september 1961.

21/68 KONTROLL AV PROPELLERBLADER PÅ HARTZELL

Kontrollen gjelder følgende typer av Hartzell propellere:

HC-82XF, HC-A2XF, BHC-A2XF, BHC-A3XF, HC-A2XK, HC-A3XK, HC-A2XL og HC-A3VK, med 8433 eller V8433 blader montert.

Disse propellere kan blant annet være montert på Cessna 180, Cessna 182, Cessna 205, Cessna 210, Cessna 310, Cessna 320 og Piper PA-23-250 Aztec, med Continental O-470, IO-470 og TSIO-470 motorer.

For at sprekkdannelser i bladroten skal oppdages i tide, slik at de ikke fører til brudd på bladet, bestemmer Luftfartsdirektoratet at propellere av ovenfor nevnte typer som har mer enn 2000 timers gangtid skal demonteres for nøyere kontroll ved første 25 timers ettersyn. Kontrollen skal utføres ved godkjent propellerverksted på følgende måte:

Propelleren tas ned av motoren og demonteres. Undersøk så den runde del av bladene fra roten og utover for sprekker med "dye check"-metoden. Hvis det oppdages sprekker skal bladet straks skiftes ut med nytt blad eller med blad som er kontrollert etter denne bestemmelse og funnet feilfritt, og som er "shot peened", dvs. overflatebehandlet med stålkuler, som bestemt i Hartzell Service Bulletin No. 93.

Hvis det ikke finnes sprekker i bladene, kan propelleren monteres igjen først etter at bladene er overflatebehandlet etter S. B. No. 93.

Undersøkelsen skal være utført før bladene har 2100 gangtimer, eller hvis de har mer, ved første 25 timers ettersyn. Hvis det ikke er ført egen journal for propeller, eller hvis gangtiden ikke kan dokumenteres på annen måte, skal undersøkelsen foretas senest ved første 100 timers ettersyn.

Siden skal propellere med overflatebehandlete blader kontrolleres på samme måte hver 1000 timer gangtid.

Ref.: FAA AD 68-19-4, Hartzell Bulletin No. 93 og Cessna Service Letter SL-68/33 omhandler samme sak.

5/70 KONTROLL AV PROPELLERBLADER PÅ PIPER PA-31

Kontrollen gjelder følgende typer Hartzell propellere, som er installert på Piper PA-31: HC-E2YK-2B og HC-E2YR-2B, med C8475-4 blader.

For at sprekkdannelser i bladroten skal oppdages i tide, slik at de ikke fører til brudd på bladet, bestemmer Luftfartsdirektoratet at propellere av ovenfor nevnte typer skal demonteres for nøyere kontroll, ved gangtider som angitt nedenfor. Kontrollen skal utføres ved godkjent propellerverksted på følgende måte:

Propelleren tas av motoren og demonteres. Undersøk så den runde del av bladene fra roten og utover for sprekker med "dye check"-metoden. Hvis det oppdages sprekker skal bladet straks skiftes ut med nytt blad eller med blad som er kontrollert etter denne bestemmelse og funnet feilfritt, og som er "shot peened", dvs. overflatebehandlet med stålkuler, som beskrevet i Hartzell Service Bulletin No. 94. I dette tilfelle skal det benyttes S-390 kuler som gir buehøyde 0,007 - 0,010", målt med spesielt optisk måleutstyr av type Almen C-2.

Hvis det ikke finnes sprekker i bladene kan propelleren monteres igjen når bladene er overflatebehandlet etter Hartzell Service Bulletin No. 94.

Undersøkelsen skal være utført før bladene har 1050 gangtimer, eller hvis de har mer, ved første 50 timers ettersyn. Hvis det ikke er ført egen journal for propeller, eller hvis gangtiden ikke kan dokumenteres på annen måte, skal undersøkelsen foretas senest ved første 50 timers ettersyn. Siden skal propellere med overflatebehandlede blader kontrolleres på samme måte ved hver 500 timers gangtid. Hvis lagerets innerring har slitt bort effekten av "shot peening", skal ny overflatebehandling foretas samtidig.

Ref.: FAA AD-70-2-1 og Hartzell Service Bulletin No. 94, datert 3. oktober 1969, omhandler samme sak.

LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for luftfartsinspeksjon
Postboks 18 1330 Oslo Lufthavn
Telefon Oslo 02 12 17 40
Tlg. LUFTAIR OSLO

Propeller

Hartzell-1

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

10/72 MODIFISERING AV TRYKKLUFTREGULERTE HARTZELL PROPELLERE

Påbudet gjelder:

Hartzell modell HC-E2YK-2RB, HC-E2YR-2RB og HC-E2YL-2 ( ) propeller med 8465-7R, 7663-4 eller J7663-4 propellerblad uten motvekter, montert blant annen på Piper PA-23-250, PA-E23-250, PA-30 og PA-39.

Påbudet omfatter:

Propellere der stigningen blir regulert ved hjelp av trykkluft og oljetrykk, kan overskride største tillatte turtall dersom det oppstår lekkasje og lufttrykket i propeller faller.

For å sikre at turtallet kan reguleres, skal "Spring Backup Kit" installeres ifølge "Hartzell Service Letter No. 62", datert 23. juni 1970, siste revisjon 25. oktober 1971.

Denne modifikasjon går ut på å installere spiralfjærer i hulrommet på forlengelsen av propellerakselen. Disse fjærene gir en trykkraft på omkring 2100 pund, slik at lufttrykket i propellen nå kan reduseres til verdier gitt i tabell i Hartzell Service Letter No. 62:

Modifikasjonen må utføres samtidig på begge propellere.

Tid for utførelse:

Innen 100 timers gangtid siden ny eller siden siste overhaling.

Referanser:

FAA AD-note 71-21-9 og Hartzell Service Letter No. 62, datert 23. juni 1970, siste revisjon 25. oktober 1971.

19/72 UTSKIFTING OG SMØRING AV LAGER I HARTZELL PROPELLER

Påbudet gjelder:

Propeller type HC-12x20-7 og -8.

Påbudet omfatter:

For å hindre feil i forstillingsmekanismens "thrustlager", må propellen tas av motoren og følgende utføres:

1. Lager med P/N A-38 skal kontrolleres, og om nødvendig byttes ifølge Hartzell Service Bulletin No. 82, datert 27. april 1962, revidert 2. juni 1965.

forts.

19/72
forts.

Lager med klinket kuleholder skal skiftes ut med A-38 lager med krympet kuleholder, eller A-83B lager med bakelittkuleholder.

Etter at lageret er skiftet, skal propellen merkes med hvit flekk, 3/4" i diameter, på forenden av propellstemplet.

2. Smør lager som har P/N A-38 med fett.

3. Ta av propellen og kontroller lager A-38 for rust. Bytt lageret med nytt om nødvendig, og smør lageret ifølge Service Bulletin No. 82 Addendum No. 1.
Kontroller også gummimembranen P/N B-119 for sprekker, og bytt ut membranen om nødvendig ifølge Service Letter No. 48, datert 20. april 1967.

Tid for utførelse:

Pkt. 1: Innen 100 timers gangtid regnet fra 14. januar 1966.

Pkt. 2: Før neste flyging dersom flyet ikke har vært i bruk i løpet av de to siste måneder. Ellers innen 100 timers gangtid regnet fra 10. april 1972, og deretter med 100 timers intervall.

Pkt. 3: Før neste flyging dersom flyet ikke har vært i bruk i løpet av de seks siste måneder.

Referanse:

FAA AD-note 65-21-4 med revisjon i 71-24, Hartzell Bulletins No. 82 revisjon 2. juni 1965, No. 82 Addemdum No. 1, datert 27. mai 1971. Service Letter No. 48, datert 20. april 1967 og Manual 100D omhandler samme sak.

LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for Luftfartsinspeksjon
... 18, 1330 Oslo Lufthavn
Telefon Oslo (02) 12 13 40
... LUFTFA
... CIVILAIR OSLO
... 17211 ...

LUFTDYKTIGHETSPÅBUD (LDP)

Propeller
Hartzell-2

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res av 8. desember 1961, ... Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

21/72 SPREKKONTROLL OG "SHOT PEENING" I HARTZELL PROPELLBLAD

Påbudet gjelder:

Hartzell modell HC-B3TN-2, HC-B3TN-3, HC-B3TN-5, HC-B3TN-7, HC-B4TN-3, montert på notorer av typen United Aircraft of Canada PT6A-, Ai- Research TPE331- og Allison 250-B, og som har propellblad av typene Hartzell T10173() og T10176() med følgende serienummer:

Alle serienummer som ikke har noen bokstav foran nummeret, alle serienummer som har bokstaven A foran og serienummer med bokstaven B foran og opp til og med B85887.

Unntak er følgende serienummer:

A97324	B63327	B80895	B82883
A97352	B63354	B80908	B82891
A98330	B63431	B80911	B82894
B38602	B63441	B80988	B82895
B39183	B69570	B82181	B82898
B39356	B71482	B82182	B82900
B40809	B71483	B82215	B82902
B40826	B75009	B82565	B82905
B41002	B75037	B82566	B82908
B41387	B75322	B82577	B84129
B41886	B76844	B82579	B84168
B41893	B76847	B82586	B84169
B44241	B76865	B82595	B84187
B44343	B78383	B82598	B84192
B49153	B78386	B82599	B84193
B53160	B78428	B82603	B84222
B53246	B79430	B82607	B84227
B53249	B79435	B82685	B84230
B53264	B70454	B82694	B84243
B63036	B80547	B82699	B84245
B63039	B80548	B82706	B84254
B63122	B80553	B82710	B84294
B63127	B80698	B82711	

forts.

B63131	B80715	B82876
B63292	B80717	B82878

Påbudet omfatter:

For å oppdage eventuelle sprekker i avbalanseringshullene, skal følgende utføres:

1. Demonter propellen og bor ut eventuelt bly i avbalanseringshullene ifølge Hartzell Service Bulletin No. 97A, datert 1. mars 1973.

   Kontroller balansehullene innvendig for sprekker ifølge Bulletin No. 97A, tillegg B, datert 1. mars 1973. Blad som har sprekker skal byttes ut med propellblad som ikke berøres av denne LDP, eller med blad som kontrollert og modifisert ifølge denne LDP, pkt. 2.

2. Dersom ingen sprekker oppdages, skal balansehullene "shot peenes" innvendig ifølge Hartzell Bulletin No. 97A, tillegg A, datert 1. mars 1973.

3. Dersom propellens gangtid er ukjent, skal propellbladene sprekkundersøkes med "dye-penetrant" metoden i området mellom 2" til 6" avstand regnet fra kanten av navet ("blade clamp"). Området under "de-icers" er unntatt fra denne kontroll. Blad som har sprekker skal byttes ut med propellblad som ikke berøres av denne LDP, eller med blad som er kontrollert og modifisert ifølge denne LDP.

Tid for utførelse:

Propellere med mindre enn 1400 timers total gangtid:

Pkt. 1 og 2 skal utføres innen 1500 timers total gangtid.

Propellere med mer enn 1400 timers total gangtid:

Pkt. 1 og 2 skal utføres innen 100 timers gangtid regnet fra 1. juli 1973, dersom ikke allerede utført, med utgave 1 av denne LDP som underlag.

Propellere med ukjent gangtid:

Pkt. 1 og 2 skal utføres innen 100 timers gangtid regnet fra 1. juli 1973 dersom ikke allerede utført, med utgave 1 av denne LDP som underlag.

Pkt. 3 skal utføres innen 15 timers gangtid regnet fra 1. juli 1973 og deretter ved hvert 15 timers gangtidsintervall inntil pkt. 1 og 2 er utført.

Referanse:

FAA AD-note og Hartzell Bulletin No. 97A, datert 1. mars 1973 omhandler samme sak.

LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for Luftfartsinspeksjon
Postboks 18, 1330 Oslo Lufthavn
Telefon Oslo [illegible]
ARINC [illegible]
[illegible]
Telex [illegible]

LUFTDYKTIGHETSPÅBUD

Propeller
Hartzell- 3

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

14/73 KONTROLL OG UTSKIFTING AV PROPELLBLADER

Påbudet gjelder:

Alle Hartzell modell HC-92ZK, HC-92WK og BHC-92WK propeller med blader av typene 8447, W8447 og LW8447.

Disse propelltyper brukes på Lycoming 0-360 og IO-360 motorer i Beech 95 og Piper PA-24, men kan også være innstallert på andre fly med nevnte motortyper.

Påbudet omfatter:

For å forhindre brudd i bladroten, skal propellen sendes til et godkjent propellverksted hvor følgende skal utføres:

1. Demonter bladene fra propellen og kontroller bladroten for korrosjon.

   Tegn på korrosjon kan pusses lett med finkornet smergelpapir. Hvis ikke all korrosjon er fullstendig fjernet når 0,003 tommer av materialet er pusset vekk, må propellbladet byttes ut med et som ikke berøres av denne LDP, eller med et som er kontrollert og behandlet som omtalt i punktene 2 og 3 av denne LDP.

2. Kontroller bladene for sprekker i roten ved hjelp av "dye penetrant".

   Blader med sprekk må skiftes ut med blader som ikke omhandles av denne LDP, eller med blader som er behandlet som omtalt under punkt 3 av denne LDP.

3. "Shot-peen" bladroten som omtalt i Hartzell Bulletin No. 83, datert 18. oktober 1962 og revidert 27. desember 1972.

NB! Hvis bladet tidligere er "shot-peened", skal ny behandling kun utføres hvis overflaten er slitt eller på noen måte merket igjennom mønsteret i denne behandlede flaten.

Tid for utførelse:

For propeller med mer enn 950 timers gangtid siden siste overhaling; innen 50 flytimer regnet fra 23. mars 1973.

For propeller med mindre enn 950 timers gangtid siden siste overhaling; innen propellen når 1000 timers gangtid.

Deretter ved et intervall på 1000 timers gangtid.

forts.

14/73 forts.

Referanse:

FAA AD-note 73-2-1, Hartzell Bulletin No. 83, No. 83 Supplement 1, No. 83 Supplement 4, No. 83 Supplement 5 og Hartzell Overhaul Manuals No. 105 (-), 110 (-) og 114 (-) omhandler samme sak.

LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for Luftfartsinspeksjon
OSLO

LUFTDYKTIGHETSPÅBUD (LDP)

Propeller
Hartzell-4

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

35/74 SPREKKONTROLL AV HARTZELL PROPELLBLAD

Påbudet gjelder:

Hartzell "hard alloy" propellblad T10173H () - (), T10176H () - (), T10178H () - () og T101282H () - () installert i propell HC-B3TN-2 (), HC-B3TN-3 (), HC-B3TN-5 (), HC-B3TN-7 (), HC-B3TF-7 (), HC-B4TN-3 () og HC-B4TN-5 (). Nevnte propeller blir brukt på motorer av typene United Aircraft of Canada Limited PT-6A- () og Ai Research TPE331- (). Propellene kan derfor finnes på fly av typene Swearingen SA-226, Short SC-7 serie 3 og De Havilland DHC-6-300.

Unntak fra denne LDP er følgende:

Propell modell	- HC-B3TN-2,	med serienummer	AG-275 og høyere
" "	- HC-B3TN-3,	" "	BU-4624 og høyere
" "	- HC-B3TN-5,	" "	BV-2210, BV-2213, BV-2214, BV-2216 og høyere
" "	- HC-B3TN-7,	" "	CV-7 og høyere
" "	- HC-B3TF-7,	" "	EX-3 og høyere
" "	- HC-B3TN-3,	" "	EA-255 og høyere
" "	- HC-B4TN-5,	" "	CD-62 og høyere

Propeller med blad som har mer enn 1000 timers gangtid regnet ved 20. juli 1974.

Merk! De berørte bladtyper er ikke garantert begrenset til de nevnte propell modeller.

Påbudet omfatter:

For å oppdage eventuelle sprekker i propellbladene skal kontroll som beskrevet i Hartzell Bulletin nr. 105 utføres. Dersom en finner sprekker, skal bladet skiftes ut med et nytt innen videre flyging. Utskiftingsblader skal være blader som ikke er berørt av denne LDP eller som er kontrollert og funnet luftdyktig i samsvar med denne LDP.

Tid for utførelse:

a) Propell med mindre enn 950 timer gangtid siden ny regnet ved 26. aug. 1974. Innen 50 timer gangtid regnet fra 26. august 1974, dersom ikke allerede utført.

b) Propell med mer enn 950 timer gangtid men ikke over 1000 timer gangtid regnet ved 26. august 1974. Innen 1000 timer gangtid oppnås, dersom ikke allerede utført.

forts.

35/74 forts.

c) Propeller med ukjent gangtid:
Innen 50 timer regnet fra 26. august 1974, dersom ikke allerede utført.

d) Propeller med mer enn 1000 timer gangtid, men som har blader med gangtid under 1000 timer:
Som for pkt. a) eller b) ovenfor.

Referanser:

FAA AD-note 74-14-01 og Hartzell Propeller Inc. Bulletin nr. 105 datert 22. mai 1974 omhandler samme sak.

OVERHALINGSINTERVALLER FOR HARTZELL PROPELLER

Det er uttrykt et behov for oppryddning i en misforståelse om overhalingsintervaller for Hartzell propeller i "Category I - Reciprocating Engine Propellers".

Luftfartsverket presiserer at det skilles mellom inspeksjonen foreskrevet i LDP 55/77 og overhalingsintervallene fastsatt i Hartzell Service Letter 61R.

Tidligere skulle inspeksjonen i LDP 55/77 følge intervallene fastsatt i SL61B eller senere FAA godkjent revisjon. Kalendertiden for inspeksjonen på 60 mnd. er nå fjernet og gangtidsintervallet er øket til 12000 timer.

Imidlertid gjelder overhalingsintervallene fastsatt i SL 61R fortsatt; d.v.s. 1000 - 2000 timer (avhengig av motortype) eller 60 mnd., det som kommer først.

LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for Luftfartsinspeksjon
Postboks 15 1330 Oslo Lufthavn
Telefon Oslo (02) 12 13 40
AFTN ENFBYA
Tgr. LINJAIR OSLO
Telex 17011

LUFTDYKTIGHETSPÅBUD (LDP)

Propeller
Hartzell-5

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

55/77 KONTROLL, FORANDRING OG REPARASJON AV PROPELL

<u>Påbudet gjelder:</u>

Hartzell propell modeller ()HC-()()Y() kompakt serier "constant speed" eller "feathering" type med "Y" type bladrot. Disse propeller er brukt på, men ikke begrenset til, Aero Commander 200B og 200D, Aerostar 600, Beech 24, 35, 36, 45, 55, 56TC, 58, 60 og 95, Bellanca 14 og 17 serier, Britten Norman BN-2, BN-2A og BN-2A-6, Cessna 182 og 188, Embraer EMB-200A, Maule M5, Mooney M20 og M22, Piper PA-23, PA-24, PA-28, PA-30, PA-31, PA-32, PA-34, PA-36 og PA-39, Pitts S-1S og S-2A, Siai Marchetti S-208 og Rockwell 112, 114, 200, 500 og 685 serier.

<u>Anm.:</u> Parentesen før og etter nav- og bladmodellangivelser er her benyttet for å angi forskjellige varianter av modellene. Parentesene kan bety at det skal være en bokstav eller et tall eller også at det mangler.

Propeller som har blader med serie nr. D47534 eller høyere eller som har blader stemplet med bokstavene "PR" eller "R" med blekk på forsiden og "SP" og "RD" stemplet med metallstempel i bladroten eller blader med modellnr. F7666A-()P kan anses å være i overensstemmelse med den første del som omfatter kontroll og omarbeidelse som vist i Hartzell Bulletin 118A datert 15. februar 1977.

<u>Påbudet omfatter:</u>

For å oppdage sprekker i bladroten og forhindre mulig brudd på propellbladene skal følgende utføres:

1. a) <u>Propell modeller ()HC-()()Y() kompakt serier "Y" "Shank" propeller</u>

Demonter, kontroller og bearbeid eller skift om nødvendig som vist i Hartzell Bulletin 118A datert 15. februar 1977 eller senere revisjoner.

b) Propeller som har hatt en kortvarig overspeed på mer enn 10% av "Rated Power" eller vedvarende overspeed på minst 5% av "Rated Power" på tilsammen en time eller mer skal demonteres før første flyging og omarbeides, eventuelt skiftes ut, som vist i Hartzell Bulletin 118A eller senere revisjoner. Det samme gjelder for propeller som har vært i berøring med bakken eller truffet en eller annen gjenstand.

2. <u>Propell modell HC-E2YR-2()()/() C8475-()</u>

Propell som er montert på Piper PA-31 serier skal demonteres, kontrolleres og bearbeides eller skiftes som vist i Hartzell Bulletin 118A eller senere revisjoner. Deretter skal den kontrolleres og om nødvendig bearbeides som vist i nevnte Bulletin med mellomrom som angitt i Hartzell Service Letter 61B eller senere revisjoner.

55/77
forts.

3. a) Propell modell ()HC-C2YK-()()()/()()7666A-() bare montert på Lycoming O-360 eller IO-360 som ikke er dynamisk dempet.

Anm.: Dette avsnitt gjelder ikke for modeller som har "-G" etter modellnummeret. Disse dekkes istedet av avsnitt 1.

Propeller som ikke er behandlet som angitt i LDP 28/75 utg. 2 og som er påmontert Pitts S-2A, Piper PA-28-180 (STC SA2213WE), PA-28R-180, PA-28R-200 og Mooney M20(), skal demonteres, kontrolleres og bearbeides eller skiftes ut som vist i Hartzell Bulletin 118A eller senere revisjoner.

b) Gjeldende fra 1. september 1977 skal ovennevnte propeller med gangtid på mindre enn 500 timer siden siste utførelse av LDP 28/75 utg. 2 skal behandles som i pkt. 3. a).

c) Gjeldende fra 1. september 1977 skal propeller med en gangtid på 500 timer eller mer eller med ukjent gangtid siden siste utførelse av LDP 28/75 utg. 2, behandles som angitt i pkt. 3. a).

d) Montert på fly med udempet 200 hk Lycoming IO-360 motorer og installert på, men ikke begrenset til, Mooney M20E og F og Piper PA-28R-200 i normal kategori og Pitts S-1T og S-2A fly i akrobatisk kategori, skal skilt på instrumentpanelet angående propellvibrasjoner skiftes som vist i pkt. C (3) i Hartzell Bulletin 118A eller senere revisjoner.

4. Propell modeller ()HC-C2YK-()()/()()8475()-() eller ()()8477()-()

a) Propell modeller installert på, men ikke begrenset til, Piper PA-32-260, PA-32-300 og Siai Marchetti 208 og som ikke er blitt forandret som vist i LDP 38/74, skal demonteres, forandre "pitch change" systemet og skifte ut bladene med samme type blader som har bokstaven "F" stemplet foran bladnummeret i henhold til Hartzell Service Letter 69 revidert 30. november 1971 og Bulletin 101D datert 19. desember 1974 eller senere revisjoner.

b) Foreta kontroll, reparasjon eller skift ut som vist i Hartzell Bulletin 118A.

c) Gjeldende fra 1. september 1977 skal propell modeller ()HC-C2YK-()()()/F()8475()-() eller F()8477()-() montert på, men ikke begrenset til, Aero Commander 200B og 200D, Mooney M22, Britten Norman BN-2, BN-2A og BN-2A-6, Bellanca 17-31, Embraer EMB-200A, Piper PA-32-260 og PA-32-300 demonteres, kontrolleres og repareres eller skiftes ut som vist i denne LDP pkt. 1. a).

5. Foreta kalibrering av turtellere.

Tid for utførelse:

1. a) Alle propeller som ikke er omhandlet i pkt. 2, 3 og 4 skal demonteres, kontrolleres og bearbeides eller skiftes om nødvendig som vist i Hartzell Bulletin 118A datert 5. februar 1977 eller senere revisjoner før gangtiden/kalendertid i Hartzell Service Letter 61B (Overhaul Periods for Hartzell Propellers) datert 10. september 1976 eller senere revisjoner siden siste overhaling er oppnådd. Dersom intervallene i nevnte Service Letter er overskredet eller gangtiden ukjent, skal Hartzell Service Bulletin 118A utføres innen 500 timers gangtid regnet fra 1. september 1977 eller innen 24. juni 1979, det som kommer først. Deretter skal kalendertid/

LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for luftfartsinspeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon: Oslo (02) 12 13 40
AFTN : ENFBYE
Tlgr. : CIVILAIR OSLO
Telex : 17011 ldal n

LUFTDYKTIGHETSPÅBUD
(LDP)

Propeller
Hartzell-6

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

55/77

forts. gangtid følges som angitt i Service Letter 61B eller senere revisjoner.

b) Innen neste flyging.

2. Innen 50 timers gangtid etter 1. september 1977.

3. a) Innen 100 timers gangtid etter 1. september 1977 eller innen 24. juni 1978, det som kommer først og deretter med mellomrom som angitt i Hartzell Service Letter 61B eller senere revisjoner.

b) Innen en total gangtid på 600 timer er oppnådd siden siste utførelse av LDP 28/75 datert 15. oktober 1977 eller innen 24. juni 1979, det som kommer først.

c) Innen 100 timers gangtid etter 1. mars 1978 eller innen 24. juni 1978, det som kommer først.

d) Innen 100 timers gangtid etter 1. september 1977.

4. a+b) Innen 50 timers gangtid etter 1. september 1977.
Gjenta kontrollen i nevnte Bulletin med mellomrom som angitt i Service Letter 61B eller senere revisjoner.

c) Propell med en total gangtid på mindre enn 1300 timer den 1. september 1977

Innen en total gangtid på 1300 timer er oppnådd eller innen 24. juni 1978, det som kommer først.

Propell med en total gangtid på mer enn 1000 timer eller med ukjent gangtid den 1. september 1977

Innen 300 timer etter 1. september 1977 eller innen 24, juni 1978, det som kommer først.
Gjenta kontrollen i nevnte Bulletin med mellomrom som angitt i Service Letter 61B eller senere revisjoner.

5. Årlig

CANCELLED

Referanser:

FAA AD 77-12-06 og Hartzell Bulletin 118A datert 15. februar 1977 omhandler samme sak.

23.6.83.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer

72B/78 KONTROLL OG TILDRAGING AV FESTEBOLTENE

Påbudet gjelder:

Hartzell turbopropellmodeller HC-B3TN-2, -3, -5, HC-B4TN-3, -5, HC-B4MN-5 og HC-B5MP-3.

HC-B()TN-2, HC-B()TN-3 og HC-B()MP-3 er montert på P&W PT6A-() motorer. HC-B()TN-5 og HC-B()MN-5 er montert på AiResearch TPE-331-() motorer.

Påbudet omfatter:

For å forhindre brudd på propellens festebolter eller at propellen løsner skal følgende utføres:

1. Utfør Hartzell Propeller Instruction No 140 datert 15.3.82 eller senere revisjoner på alle nyinstallasjoner og på brukte propeller som blir montert på nytt.

   TRW Hartzell Lubricant P/N A 3338 kan også benyttes i stedet for MIL-T-5544 Petrolated Graphite.

2. Gjelder alle propellinstallasjoner med bolter med delnr. 2047.

   a. Kontroller tildragingen av alle 8 bolter (med skiver montert). Tildragingen skal ligge mellom 100 og 125 ft.-lbs. med tørre gjenger (bruk ikke fett på A-2047 bolter).

   b. Dersom en eller flere av boltene ligger lavere enn 100 ft.-lbs. skal samtlige bolter og skiver skiftes ut med nye (B-3339) og nye skiver (A-2048-2) som vist i pkt 1. Boltetypene må ikke brukes om hverandre.

   Anmerk.: A-2047 boltene er påstemplet "H" inni trekanten mens B-3339 boltene har delnummeret stemplet inni den skålformete delen av hodet.

Tid for utførelse:

Pkt. 1: Før første flyging etter 23.6.83.

Pkt. 2: Innen 300 timers gangtid etter 23.6.83.

Referanser:

FAA AD 83-08-01 R1 og TRW Hartzell Propeller Instruction No 140 omhandler samme sak.

23.06.83

LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for luftfartsinspeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon: Oslo (02) 12 13 40
AFTN : ENFBYE
Tlgr. : CIVILAIR OSLO
Telex : 17011 ldal n

LUFTDYKTIGHETSPÅBUD
(LDP)

Propell

Hartzell-7

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

59/82 KONTROLL OG GANGTIDSBEGRENSNING AV HC-12X20 PROPELL

Kansellert av LDP 43/84

Påbudet gjelder:

Hartzell propellmodell HC-12X20 montert på SAAB "Safir".

Påbudet omfatter:

Pga vanskeligheter med å få fastslått modifikasjonsstatus på ovennevte propell som sitter på SAAB "Safir" solgt av Luftforsvaret, skal følgende utføres:

1a: Utfør følgende Hartzell Service Bulletins: Nr 32, 58, 64, 82 og 93 og Service Letter Nr 48 - siste revisjoner.

b: Skift ut "Spider" med serienr 1 til og med 4303, 4307 til og med 4316, 4318, 4319, 4321, 4323, 4324, 4325, 4328, 4329, 4332 til og med 4336 og 4341 og erstatt med spider med annet serienr.

2: Overhal propell med metallblader

3: " " med plastblader.

Tid for utførelse:

Pkt 1a: Utfør modifikasjon i SB 32 innen 15 timers gangtid etter 13.12.82 eller innen 1.2.1983, det som kommer først.

Utfør kontroll angitt i SL 48 innen 15 timers gangtid etter 13.12.82 eller innen 1.2.83, det som kommer først og deretter med 6 mndr mellomrom. Skift membran med 24 mndr mellomrom. Utfør SB no 58 og 64 innen 15 timers gangtid etter 13.12.82 eller innen 1.2.83, det som kommer først. Utfør SB 93 innen 15 timers gangtid etter 13.12.82 eller innen 1.2.1983. Utfør deretter kontrollen med 1000 timers mellomrom.

Pkt 1b: Innen 15 timers gangtid etter 13.12.82 eller innen 1.2.83, det som kommer først.

Anm: Dersom det kan dokumenteres at ovenstående er utført tidligere, kan kravet til utførelse frafalles for deler av denne LDP som dokumentasjonen dekker.

forts.

13.12.82

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i ved-

59/82 forts.

Pkt.2: Propell med en gangtid på mindre enn 235 timer siden siste overhaling

Innen 250 timers gangtid er oppnådd og deretter med 250 timers mellomrom.

Propell med en gangtid på 235 timer eller mer, siden siste overhaling

Innen 15 timers gangtid etter 13.12.82 eller innen 1.3.1983, det som kommer først.

Pkt.3: Propell med en gangtid på mindre enn 235 timer siden siste overhaling

Innen 250 timers gangtid er oppnådd og deretter med 250 timers mellomrom.

Propell med en gangtid på mer enn 250 timers gangtid siden siste overhaling

Innen 15 timers gangtid etter 13.12.82 og deretter med 250 timers mellomrom.

Anm: For plastblader som er modifisert i.h.t. SAAB Service Bulletin no. 91.6.015 eller senere revisjon kan gangtiden utvides til 500 timer mellom hver overhaling.

Referanser:

FAA AD 58-07-01, 59-01-03, 59-26-01, 64-28-01, 65-21-04 og 68-19-04.

R. Ulltang

13.12.82

LUFTFARTSVERKET
Hovedadministrasjonen
Avd for luftfartsinspeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon : Oslo (02) 59 33 40
AFTN : ENFBYE
Tlgr : CIVILAIR OSLO
Telex : 77011 ldal n

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 8

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

156B/86 KONTROLL OG UTSKIFTING AV PROPELLBLADINNFESTNING

Påbudet gjelder:

Hartzell () HC-() () (X,V) propeller med Hartzell bladinnfestning (Clamp); delnummer C-3-().

Påbudet omfatter:

For å unngå svikt i propellbladinnfestingen (Clamp) skal følgende utføres:

1. Skift ut alle bladinnfestninger med serienr. 0 til og med D5293, eller foreta følgende:

   a) Kontroller visuelt for korrosjon, i den innvendige radius i området mot navet, særskilt i nærheten av boltehullet, på "propeller blade clamp". Skift ut alle deler med tegn til korrosjon før første flyging (Reparasjon av korroderte deler er ikke tillatt).

   b) Utfør magnetisk partikkelkontroll på alle indre og ytre flater av "propeller blade clamp", som beskrevet i Hartzell Specification nr. H-S-7, datert 4.8.81. Skift ut alle deler med tegn til sprekker før første flyging.

   c) Foreta kontroll med penetrerende væske på ytre flater av "propeller blade clamp assembly". Skift ut deler med tegn til sprekker før første flyging.

2. Innfestninger med ulike serienummer på "clamp" halvdelene, samt de som har uleselige serienummer, skal skiftes ut med luftdyktige.

3. Foreta visuell og magnaflux-kontroll på innfestninger med serienr. D5294 til og med K6336 i henhold til Hartzell Service Instruction nr. 159B, datert 23.5.86, eller senere revisjoner.

   Skift ut deler som er defekte i.h.t. SI 159B med luftdyktige.

Tid for utførelse:

Pkt. 1 a) og b), samt pkt. 2. og 3.: Innen 30.9.87, dersom ikke allerede utført.

Pkt. 1 c): Innen 100 timers gangtid etter utførelse av pkt. 1 a) og b), deretter gjentatte kontroller med 100 timers mellomrom.

forts:
10.5.89

forts: Referanser:

FAA AD 85-14-10 R2

LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for luftfartsinspeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon : Oslo (02) 59 33 40
Tlgr. : CIVILAIR OSLO
Telex : 77011 kdal n

LUFTDYKTIGHETSPÅBUD
(LDP)

PROPELLER

HARTZELL - 9

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet

148/88 SPREKKONTROLL - PROPELLBLAD

Påbudet gjelder:

Hartzell modell: HC-B4TN-5()L/LT10574(B,K), LT10574A(B,K) og LT10574A(S)(B,K).

Gjelder propeller installert på Dornier modell 228-100 og -200 serie.

Påbudet omfatter:

For å unngå at propellbladene svikter skal følgende tiltak utføres:

1.a) Inspiser visuellt propellblader modell LT10574(B,K), LT10574A(B,K) og LT10574A(S)(B,K) i samsvar med paragraf a i Hartzell Service Bulletin (SB) No. 140C, datert 30.09.87, eller senere revisjoner av denne.

b) Hvis det under inspeksjonen blir funnet blader med sprekker eller sprekkindikasjoner skal disse tas ut av bruk, og alle blader i propellenheten skal skiftes ut med blader modell LT1057A(B,K) resp. LT10574A(S)(B,K).

2.a) Inspiser visuellt propellblader modell LT10574(B,K), LT10574A(B,K) og LT10574A(S)(B,K) i samsvar med paragraf b i Hartzell Service Bulletin (SB) No. 140C, datert 30.09.87, eller senere revisjoner av denne.

b) Hvis det under inspeksjonen blir funnet blader med sprekker eller sprekkindikasjoner skal disse tas ut av bruk, og alle blader i propellenheten skal skiftes ut med blader modell LT1057A(B,K) resp. LT10574A(S)(B,K).

3.a) Inspiser propellblader modell LT10574(B,K), LT10574A(B,K) og LT10574A(S)(B,K) i samsvar med paragraf c i Hartzell Service Bulletin No. 140C, datert 30.09.87, eller senere revisjoner av denne.

b) Hvis det under inspeksjonen blir funnet blader med sprekker eller sprekkindikasjoner skal disse tas ut av bruk, og alle blader i propellenheten skal skiftes ut med blader modell LT1057A(B,K) resp. LT10574A(S)(B,K).

forts:

22.10.88

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.

148/88
forts: 4. Skift ut propellblader modell LT10574(B,K) med LT10574A(B,K) resp. LT10574A(S)(B,K).

Tid for utførelse:

Etter 22.10.88:

1.a: Etter dagens siste flyging.

b: Før neste flyging.

2.a: Hver gang som flyet har fløyet fire dager.

b: Før neste flyging.

3.a: Innen 100 flytimer, og deretter med intervaller ikke overstigende 100 flytimer.

b: Før neste flyging.

4. Ved neste propelloverhaling.

Referanse:

FAA AD 87-15-05 R1

LUFTFARTSVERKET
Hovedadministrasjonen
Avd for luftfartsinspeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon Oslo (02) 59 33 40
AFTN : ENFBYE
Tlgr : CIVILAIR OSLO
Telex : 77011 ldal n

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELL

HARTZELL - 10

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

43/89 KONTROLL OG GANGTIDSUTVIDELSE

Påbudet gjelder:

Hartzell HC-12X20-8D montert på SAAB 91B, 91B-2 "Safir".

Anm.: Påbudet gjelder også propell modifisert iht. Hartzell Service Bulletin (SB) No. 122, datert 25.7.78, eller senere revisjoner av denne, der typebetegnelsen er endret til HC-12W20-8D.

Påbudet omfatter:

1. Dersom propellen tidligere ikke har vært vedlikeholdt og overhalt iht. LDP 59/82, datert 13.12.82, skal propellen overhales.

2.1 Inspiser membran B-119() iht. Hartzell Service Letter (SL) No. 48, siste revisjon.

2.2 Skift membran B-119() iht. Hartzell SL No. 48, siste revisjon.

3. Overhal propell med plast- eller metallblader.

4. Overhal propell med plastblader som er modifisert iht. SAAB Service Bulletin no. 91.6.015.

Anm.: Denne LDP opphever og erstatter LDP 59/82.

Tid for utførelse:

1. : Før første flyging etter 5.2.90.

2.1: Innen 6 mnd. etter siste inspeksjon, og deretter med 6 mnd. mellomrom.

2.2: Hver 250 timer eller 24 mnd., det som kommer først.

3. : Med et mellomrom på 2000 timer eller 5 år, det som kommer først.

4. : Med et mellomrom på 2000 timer eller 5 år, det som kommer først.

Anm. pkt. 3 og 4: Dersom flyet er blitt benyttet til snittflyging (Acro) skal propellen overhales når 500 timer snittflyging er loggført, selv om gangtiden i pkt. 3 og 4 ikke er oppnådd, eller en kalendertid på 5 år er oppnådd.

Referanse:

Luftfartsverket, Avd. for luftfartsinspeksjon, LF2N.

5.2.90

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn ved

LUFTFARTSVERKET
Hovedadministrasjonen
Avd for luftfartsinspeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon Oslo (02) 59 33 40
AFTN ENFBYE
Tlgr CIVILAIR OSLO
Telex 77511 idal n

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 11

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

1007/90 SPREKKER I PROPELLNAV

Påbudet gjelder:

Hartzell: Modell ( )HC-( )3Y( )-( ) serie propeller installert på fly med Lycoming TIO-540 serie motorer, eller jordbruksfly uansett motorinstallasjon.

Følgende modeller og serienumre:

MODELL:	*SERIENUMMER:*		
EHC-G3YF-2( )	FJ1	t.o.m	FJ101
PHC-C3YF-1R( )	EE1	t.o.m	EE1461
PHC-J3YF-1R( )	FP1	t.o.m	FP37
PHC-L3YF-1R( )	FD1	t.o.m	FD7
PHC-C3YF-2( )	EB1	t.o.m	EB1980
PHC-J3YF-2( )	ED1	t.o.m	ED3289
HC-C3YF-1R( )	EC1	t.o.m	EC1020
HC-C3YF-5R( )	FR1	t.o.m	FR73
HC-C3YN-2( )	DG1	t.o.m	DG624
HC-C3YF-2( )	EY1	t.o.m	EY3
HC-H3YF-3( )	ET1	t.o.m	ET4
HC-H3YN-2( )	DV1	t.o.m	DV153
HC-C3YK-1R( ) eller HC-C3YR-1R( )	DY1	t.o.m	DY1897
HC-C3YK-2( ) eller HC-C3YR-2( )	CK1	t.o.m	CK3510
HC-C3YK-4( ) eller HC-C3YR-4( )	EL1	t.o.m	EL67
HC-E3YK-1( ) eller HC-E3YR-1( )	FM1	t.o.m	FM487
HC-E3YK-2( ) eller HC-E3YR-2( )	DF1	t.o.m	DF79
HC-E3YK-2A( ) eller HC-E3YR-2A( )	DJ1	t.o.m	DJ7787

forts; 10.05.90

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer

| 007/90 forts;

HC-F3YK-2( ) eller HC-F3YR-2( )	DA1	t.o.m	DA1586
HC-F3YK-1( ) eller HC-F3YR-1( )	DB1	t.o.m	DB137
HC-I3YK-2( ) eller HC-I3YR-2( )	FS1	t.o.m	FS24

Påbudet omfatter:

For å forebygge svikt i propellnavet skal følgende utføres:

1. Inspiser visuellt den berørte "Propeller Hub" i samsvar med instruksjoner gitt i Hartzell Service Bulletin (SB) No. 165, datert 3.10.89.

2. Dersom sprekkindikasjoner, eller andre uregelmessigheter av betydning for luftdyktigheten, blir funnet skal propellenheten fjernes og erstattes med luftdyktig enhet.

Anm.: Sprekker og andre uregelmessigheter av betydning for luftdyktigheten skal rapporteres til:

Luftfartsverket
Avd. for luftfartsinspeksjon, LF2N
Postboks 18, 1330 Oslo Lufthavn.

Tid for utførelse:

Dersom ikke allerede utført:

Pkt. 1: Innen 25 flytimer etter 10.05.90.

Pkt. 2: Før neste flyging.

Referanse:

FAA EAD 89-22-05

LUFTFARTSVERKET
Hovedadministrasjonen
Avd. for luftfartsinspeksjon
Postboks 18, 1330 Oslo lufthavn

Telefon Oslo (02) 59 33 40
AFTN ENFBYE
Tlgr CIVILAIR OSLO
Telex 77011 ldal n

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 12

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43 jfr. kgl. res. av 8. desember 1961, litra K og Samferdselsdepartementets bemyndigelse av 23. mars 1964 fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

014/90 KONTROLL AV PROPELLNAV

Påbudet gjelder:

Hartzell propeller installert på fly konstruert for snittflyging, uansett motortype, eller fly med Lycoming TIO-540 og IO-540 serie motorinstallasjon med en ytelse på 260 hk eller mer, inkludert, men ikke begrenset til følgende flytyper:

Bellanca: 8KCAB og 17-31A.
Britten Norman: Islander BN-2A-2, BN-2A-3, BN-2A-20 og BN-2A-21.
British Aerospace: Bulldog B125 (Tidligere Scottish Aviation).
Christen: Pitts S-1T, S-2, S-2S og S-2B.
Great Lakes: 2T-1A-1 og 2T-1A-2.
Moravan: Zlin 526L.
Piper: Cherokee Six, Saratoga, Lance PA-32(R,T)-300(T), PA-32S-300 og PA-32(R)-301(T).
Socata: TB30.

Påbudet gjelder følgende propellmodeller og serienumre:

PROPELL MODELL:	SERIENUMMER:
HC-C2YK-1B() eller HC-C2YR-1B()	CH19835 t.o.m CH26050.
HC-C2YK-2() eller HC-C2YR-2()	AU4322 t.o.m AU7032.
HC-C2YK-4() eller HC-C2YR-4()	Alle serienummer.
HC-E2YK-1B() eller HC-E2YR-1B()	DK1018 t.o.m DK1685.

Påbudet omfatter:

For å unngå mulige sprekker i propellnavet skal følgende tiltak utføres:

1. Kontroller visuellt de berørte propellnav for sprekkdannelse ved hjelp av 10X forstørrelseglass i samsvar med Hartzell Service Bulletin (SB) No. 164, datert 3.10.89.

2. Dersom sprekker blir funnet skal propellen skiftes ut med luftdyktig enhet.

forts:
10.05.90

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDP's nummer.

014/90
forts; Sprekkfunn skal innen 10 dager etter kontrollen rapporteres til:

Luftfartsverket, Avd. for luftfartsinspeksjon, LF2N,
Postboks 18, 1330 Oslo lufthavn.

Tid for utførelse:

Dersom ikke allerede utført:

Pkt. 1: Innen 25 flytimer etter 10.05.90.

Pkt. 2: Før første flyging etter at pkt. 1 er utført.

Referanse:

FAA EAD 90-02-23

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR OSLO
Teleks : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 13

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

93-062 KONTROLL AV PROPELLNAV

Påbudet gjelder:

Hartzell: Propeller i HC-()3Y()-() serien installert på fly med (L)TIO-540 serie motorer, IO-540 serie motorer med turbolader installert av flyfabrikant, eller motorer som er modifisert med turbolader i henhold til Supplemental Type Certificate (STC), samt alle jordbruksfly uansett motorinstallasjon.

Følgende modeller og serienummer:

Modell:	Serienummer:
PHC-C3YF-1R()	EE1 t.o.m EE1461
PHC-J3YF-1R()	FP1 t.o.m FP37
PHC-L3YF-1R()	FD1 t.o.m FD7
HC-C3YF-1R()	EC1 t.o.m EC1020
HC-C3YK-1R() eller HC-C3YR-1R()	DY1 t.o.m DY1897
HC-C3YK-1()	CT1 t.o.m CT101
HC-C3YK-2() eller HC-C3YR-2()	CK1 t.o.m CK3510
HC-C3YK-4() eller HC-C3YR-4()	EL1 t.o.m EL67
HC-E3YK-1() eller HC-E3YR-1()	FM1 t.o.m FM487
HC-E3YK-2() eller HC-E3YR-2()	DF1 t.o.m DF79
HC-E3YK-2A() eller HC-E3YR-2A()	DJ1 t.o.m DJ7787
HC-F3YK-2() eller HC-F3YR-2()	DA1 t.o.m DA1586
HC-F3YK-1() eller HC-F3YR-1()	DB1 t.o.m DB137
HC-I3YK-2() eller HC-I3YR-2()	FS1 t.o.m FS32

Ovennevnte propeller er installert på, men ikke begrenset til følgende luftfartøy:

Jordbruksfly:

Fletcher FU24-950
Cessna A188 Agwagon modifisert med STC SA895SO
Piper PA-36-300 Pawnee
PA-36 Pawnee modifisert med STC SA3952WE
Transavia Airtruk modeller og PL-12/T-300 Skyfarmer

Luftfartøy med Textron Lycoming (L)TIO-540 og turboladede IO-540 motorer:

Cessna 310 og 320 modifisert med Riley STC SA2082WE
Gulfstream 700 (tidligere Rockwell 700, Fuji FA-300-12)
Helio H-700
Piper PA-23-250 og PA-E23-250 (bare med TIO-540 motorer)
Piper PA-31 Navajo (bare med TIO-540 motorer)
Piper PA-31-325 Navajo C/R
Piper PA-31-350 Navajo "Chieftain"
Piper PA-31P-350 Mohave
Piper T-1020 (identisk med PA-31-350)

06.09.93

Piper PA-32(R)-301T Turbo Saratoga
Piper PA-60-600, PA-60-601, og PA-60-602 Aerostar, alle som er modifisert med Machen STC (turboladere)
Piper PA-60-700P Aerostar 700P

Anm.: Propeller som har modell og serienummer listet ovenfor, som ikke er installert på jordbruksfly, samt ikke er montert med Textron Lycoming (L)TIO-540 eller turboladede IO-540 serie motorer, er unntatt fra denne LDP.

Anm.: Propeller som har post-1983 nav konfigurasjon, dvs. med omplasserte "grease fitting holes" i nærheten av "hub parting line", som vist i Fig. 1 side 8 i Hartzell Propeller, Inc., Service Bulletin (SB) No. 165D, datert 06.08.93, er unntatt fra denne LDP, selv om propell modell og serienummer er listet ovenfor.

Påbudet omfatter:

For å forebygge svikt i propellnavet som følge av sprekker som oppstår i "grease fitting holes" i siden av propellnavet, skal følgende tiltak utføres:

1 For propeller installert på Textron Lycoming (L)TIO-540 serie motorer eller turboladede IO-540 motorer som er installert i Piper PA-31-325 Navajo C/R, PA-31-350 Navajo "Chieftain", T-1020 (identisk med PA-31-350), PA-60-700P, Aerostar 700P, eller propeller installert på jordbruksfly uansett motorinstallasjon, utfør følgende:

1.1 Utfør en visuell kontroll samt en Eddy Current inspeksjon (ECI) for sprekker i samsvar med Hartzell Propeller Inc. SB No. 165D, datert 06.08.93.

1.2 Dersom sprekker blir funnet i propellnavet under kontrollen beskrevet under pkt. 1.1 i denne LDP, skal propellnavet byttes ut med et post-1983 propellnav, eller med et luftdyktig nav fra 1983 eller tidligere som har vært kontrollert i samsvar med Hartzell Propeller Inc. SB No. 165D, datert 06.08.93 før videre flyging. Deretter skal det utføres en visuell kontroll samt en ECI for sprekker i samsvar med Hartzell Propeller Inc. SB No. 165D, datert 06.08.93.

2 For propeller som er installert på alle andre fly enn nevnt i pkt. 1 i denne LDP, som er installert med Textron Lycoming (L)TIO-540 eller turboladede IO-540 modeller, utfør følgende:

2.1 Utfør en visuell kontroll samt en Eddy Current inspeksjon (ECI) for sprekker i samsvar med Hartzell Propeller Inc. SB No. 165D, datert 06.08.93.

2.2 Dersom sprekker blir funnet i propellnavet under kontrollen beskrevet under pkt. 2.1 i denne LDP, skal propellnavet byttes ut med et post-1983 propellnav, eller med et luftdyktig nav fra 1983 eller tidligere som har vært kontrollert i samsvar med Hartzell Propeller Inc. SB No. 165D, datert 06.08.93 før videre flyging. Deretter skal det utføres en visuell kontroll samt en ECI for sprekker i samsvar med Hartzell Propeller Inc. SB No. 165D, datert 06.08.93.

Anm.: Propellnav fra 1983 eller tidligere, som har "grease fitting holes" lokalisert på siden av navet og som er tatt ut av bruk, kan ikke monteres på luftfartøy som er unntatt fra denne LDP.

06.09.93

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR OSLO
Teleks : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 13

Med hjemmel i lov om luftfart av 16. desember 1960 §§ 214 og 43, jfr. kgl. res. av 8. desember 1961, litra K, og Samferdselsdepartementets bemyndigelse av 23. mars 1964, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

93-062 3 Dersom det installeres et post-1983 propellnav med et omplassert "grease fitting hole" i nærheten av navets "parting line" er ikke lenger de tiltak beskrevet under pkt. 1 og 2 i denne LDP påkrevd.

Anm.: Denne LDP erstatter og opphever LDP 007/90.

Tid for utførelse:

1.1 Innen 25 flytimer etter 06.09.93, deretter med intervaller ikke overstigende 25 flytimer.

1.2 Intervaller ikke overstigende 25 flytimer, dersom ikke pkt. 3 i denne LDP er utført.

2.1 Innen 50 flytimer etter 06.09.93, deretter med intervaller ikke overstigende 50 flytimer.

2.2 Intervaller ikke overstigende 50 flytimer, dersom ikke pkt. 3 i denne LDP er utført.

Referanse:

FAA Emergency AD 93-16-14.

06.09.93

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 14

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

94-038 SPREKKONTROLL AV PROPELLNAV

Påbudet gjelder:

Hartzell Propeller Inc. HC-B4 serien, bortsett fra propeller installert på Mitsubishi MU-2B-26A, -36A, -40 og -60 fly.

Påbudet omfatter:

For å hindre at mulige utmattingssprekker i propellnavet får anledning til å utvikle seg, skal følgende tiltak utføres:

1. Alle HC-B4 propeller som nylig har blitt installert på andre luftfartøy enn Mitsubishi MU-2B fly skal kontrolleres for om de tidligere har vært installert på noe MU-2B fly, før videre tiltak utføres i samsvar med denne LDP.

   1.1 Kontroller om nylig installerte propellnav har samme serienummer som et av de listet i tabell 1 i Hartzell Propeller Inc. Alert Service Bulletin (ASB) No. A186, datert 10.12.93.

   1.2 Dersom nylig installerte propellnav ikke har samme serienummer som et av de listet i tabell 1 i ASB No. A186, datert 10.12.93, og undersøkelser viser at propellnavet ikke tidligere har vært installert på noe MU-2B fly, eller dersom "service historien" ikke er kjent, er ikke videre tiltak i samsvar med denne LDP påkrevd.

   1.3 Dersom nylig installerte propellnav har samme serienummer som et av de listet i tabell 1 i ASB No. A186, datert 10.12.93, eller propellnavet tidligere har vært installert på MU-2B, skal propellnavet skiftes ut i samsvar med de retningslinjer gitt under "Tid for utførelse".

2. Avmonter propellnav som berøres av denne LDP. Disse skal sendes til Hartzell Service Senter, 5465 Wesr State Route 185, Piqua, OH 45356-2634 USA, tel. (513) 778-4205, for kontroll og bearbeiding i samsvar med Hartzell Propeller Inc. ASB No. A186, datert 10.12.93.

3. Installer luftdyktig propellnav hvor Hartzell Propeller Inc. ASB No. A186, datert 10.12.93 er blitt utført.

01.07.94

Tid for utførelse:

Antall flytimer siden propellen var ny (TSN) eller propeller hvor det har forekommet "Blade Strike":	Tid for utførelse:
3000 TSN, eller mer.	Innen 300 flytimer etter 01.07.94, ved neste planlagte ettersyn, eller 24 kalendermåneder etter 01.07.94; det som kommer først. 01.07.94

Antall flytimer siden propellen var ny (TSN) eller propeller hvor det har forekommet "Blade Strike":	Tid for utførelse:
Mindre enn 3000 TSN.	Innen oppnådde 3300 TSN, ved neste planlagte ettersyn, eller 24 kalendermåneder etter 01.07.94; det som kommer først.
Uavhengig av TSN; propeller hvor det har forekommet "Blade Strike" før 01.07.94.	Innen 100 flytimer etter 01.07.94, eller 2 kalendermåneder etter 01.07.94; det som kommer først.
Uavhengig av TSN; propeller hvor det har forekommet "Blade Strike" etter 01.07.94.	Før videre flyging.

Anm.: Propellblad/-er som har blitt bøyd utover de grensene spesifisert i Hartzell Propeller Inc. Service Letter 61S, datert 10.12.93, defineres som "Blade Strike".

Referanse:

FAA AD 94-03-11.

01.07.94

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 15

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

94-067 KONTROLL AV PROPELLNAV

Påbudet gjelder:

Hartzell: Propeller i HC-( )3Y( )-( ) serien installert på fly med (L)TIO-540 serie motorer, IO-540 serie motorer med turbolader installert av flyfabrikant, eller motorer som er modifisert med turbolader i henhold til Supplemental Type Certificate (STC), samt alle jordbruksfly uansett motorinstallasjon.

Følgende modeller og serienummer:

Modell:	Serienummer:
PHC-C3YF-1R( )	EE1 t.o.m EE1461
PHC-J3YF-1R( )	FP1 t.o.m FP37
PHC-L3YF-1R( )	FD1 t.o.m FD7
HC-C3YF-1R( )	EC1 t.o.m EC1020
HC-C3YK-1R( ) eller HC-C3YR-1R( )	DY1 t.o.m DY1897
HC-C3YK-1( )	CT1 t.o.m CT101
HC-C3YK-2( ) eller HC-C3YR-2( )	CK1 t.o.m CK3510
HC-C3YK-4( ) eller HC-C3YR-4( )	EL1 t.o.m EL67
HC-E3YK-1( ) eller HC-E3YR-1( )	FM1 t.o.m FM487
HC-E3YK-2( ) eller HC-E3YR-2( )	DF1 t.o.m DF79
HC-E3YK-2A( ) eller HC-E3YR-2A( )	DJ1 t.o.m DJ7787
HC-F3YK-2( ) eller HC-F3YR-2( )	DA1 t.o.m DA1586
HC-F3YK-1( ) eller HC-F3YR-1( )	DB1 t.o.m DB137
HC-I3YK-2( ) eller HC-I3YR-2( )	FS1 t.o.m FS32

Ovennevnte propeller er installert på, men ikke begrenset til følgende luftfartøy:

Jordbruksfly:

Fletcher FU24-950
Cessna A188 Agwagon modifisert med STC SA895SO
Piper PA-36-285 og PA-36-300 (kun trebladede propeller)
Piper PA-36-375
PA-36 Pawnee modifisert med STC SA3952WE
Transavia Airtruk modeller og PL-12/T-300 Skyfarmer

01.11.94

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

Luftfartøy med Textron Lycoming TIO-540, LTIO-540 og turboladede IO-540 motorer:

Cessna 310 og 320 modifisert med Riley STC SA2082WE
Gulfstream 700 (tidligere Rockwell 700, Fuji FA-300-12)
Helio H-700
Piper PA-23-250 og PA-E23-250 (bare med TIO-540 motorer)
Piper PA-31 Navajo (bare med TIO-540 motorer)
Piper PA-31-325 Navajo C/R
Piper PA-31-350 Navajo "Chieftain"
Piper PA-31P-350 Mohave
Piper T-1020 (identisk med PA-31-350)
Piper PA-32(R)-301T Turbo Saratoga
Aerostar PA-60-600, PA-60-601, PA-60-601P, PA-60-602P og PA-60-700P

Anm.: *Propeller som har modell og serienummer listet ovenfor, som ikke er installert på jordbruksfly, samt ikke er montert med Textron Lycoming TIO-540, LTIO-540 eller turboladede IO-540 serie motorer, er unntatt fra denne LDP.*

Anm.: *Propeller som har post-1983 nav konfigurasjon, dvs. med omplasserte "grease fitting holes" i nærheten av "hub parting line", som vist i Fig. 1 side 9 i Hartzell Propeller, Inc., Service Bulletin (SB) No. 165E, datert 21.01.94, er unntatt fra denne LDP, selv om propell modell og serienummer er listet ovenfor.*

Påbudet omfatter:

For å forebygge svikt i propellnavet som følge av sprekker som oppstår i "grease fitting holes" i siden av propellnavet, skal følgende tiltak utføres:

1 For propeller installert på Textron Lycoming TIO-540 eller LTIO-540 serie motorer eller turboladede IO-540 motorer som er installert i Piper PA-31-325 Navajo C/R, PA-31-350 Navajo "Chieftain", T-1020 (identisk med PA-31-350), PA-60-700P, Aerostar 700P, eller propeller installert på jordbruksfly uansett motorinstallasjon, utfør følgende:

1.1 Utfør en visuell kontroll for lekkasje av smørefett og lokaliser lekkasjekilden før videre flyging. Deretter skal det utføres en Eddy Current kontroll eller en fluorescent penetrant kontroll for sprekker i samsvar med Hartzell Propeller Inc. SB No. 165E, datert 21.01.94.

Anm.: *Kontroll med ultrafiolett lys kan være nyttig for å oppdage lekkasjekilden for fettet.*

1.1.1 Dersom fett lekker fra «hub arm» eller «hub wall», skal propellen byttes ut med ny luftdyktig før videre flyging.

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 16

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

1.1.2 Dersom fett lekker av andre grunner enn nevnt i pkt. 1.1.1, skal nødvendige tiltak beskrevet i vedlikeholdsunderlaget utføres og registreres.

1.2 Dersom sprekker blir funnet i propellnavet under kontrollen beskrevet under pkt. 1.1 i denne LDP, skal propellnavet byttes ut med et post-1983 propellnav, eller med et luftdyktig nav fra 1983 eller tidligere, som har vært kontrollert i samsvar med Hartzell Propeller Inc. SB No. 165E, datert 21.01.94, før videre flyging. Deretter skal det utføres en visuell kontroll samt en Eddy Current og fluorescent penetrant kontroll for sprekker i samsvar med Hartzell Propeller Inc. SB No. 165E, datert 21.01.94.

2 For propeller som er installert på alle andre fly enn nevnt i pkt. 1 i denne LDP, som er installert med Textron Lycoming TIO-540, LTIO-540 eller turboladede IO-540 modeller, utfør følgende:

2.1 Utfør en visuell kontroll for lekkasje av fett og lokaliser lekkasjekilden før videre flyging. Deretter skal det utføres en Eddy Current kontroll eller en fluorescent penetrant kontroll for sprekker i samsvar med Hartzell Propeller Inc. SB No. 165E, datert 21.01.94.

Anm.: Kontroll med ultrafiolett lys kan være nyttig for å oppdage lekkasjekilden for fettet.

2.1.1 Dersom fett lekker fra «hub arm» eller «hub wall», skal propellen byttes ut med ny luftdyktig før videre flyging.

2.1.2 Dersom fett lekker av andre grunner enn nevnt i pkt. 2.1.1, skal nødvendige tiltak beskrevet i vedlikeholdsunderlaget utføres og registreres.

2.2 Dersom sprekker blir funnet i propellnavet under kontrollen beskrevet under pkt. 2.1 i denne LDP, skal propellnavet byttes ut med et post-1983 propellnav, eller med et luftdyktig nav fra 1983 eller tidligere som har vært kontrollert i samsvar med Hartzell Propeller Inc. SB No. 165E, datert 21.01.94 før videre flyging. Deretter skal det utføres en visuell kontroll samt en Eddy Current kontroll eller en fluorescent penetrant kontroll for sprekker i samsvar med pkt. 2.1 i denne LDP.

01.11.94

3. En alternativ metode godkjent i samsvar med denne LDP er beskrevet i Hartzell Propeller Inc. SB No. 165E, datert 21.01.94. Denne beskriver en modifikasjon av huben. Utførelse av denne modifikasjonen medfører at første kontroll med påfølgende inspeksjonsintervaller, beskrevet under pkt. 1.1 og 2.1 i denne LDP, kan utvides til 400 flytimer.

   3.1 For propeller listet under pkt. 1 i denne LDP, skal hub skiftes ut i samsvar med pkt. 4. i denne LDP.

   3.2 For propeller listet under pkt. 2 i denne LDP, skal en «internal inspection» utføres i samsvar med Hartzell Propeller Inc. SB No. 165E, datert 21.01.94, eller hub skiftes ut i samsvar med pkt. 4. i denne LDP.

4. For propeller som er listet under pkt. 1. i denne LDP skal det installeres et post-1983 propellnav med et omplassert "grease fitting hole" i nærheten av navets "parting line" innen 30.06.95, eller være i samsvar med pkt. 3. i denne LDP. For propeller som er listet under pkt. 2. i denne LDP er denne installasjonen valgfri. Utførelse av forannevnte gjør at videre tiltak i samsvar med denne LDP ikke er påkrevd.

   Anm.: Denne LDP erstatter og opphever LDP 93-062.

   Anm.: Propellnav fra 1983 eller tidligere, som har "grease fitting holes" lokalisert på siden av navet og som er tatt ut av bruk, kan ikke godkjennes for montering på noe luftfartøy.

Tid for utførelse:

1.1 Innen 10 flytimer etter 01.11.94, deretter med intervaller ikke overstigende 10 flytimer.

1.2 Intervaller ikke overstigende 10 flytimer, dersom ikke pkt. 4 i denne LDP er utført.

2.1 Innen 50 flytimer etter 01.11.94, deretter med intervaller ikke overstigende 50 flytimer.

2.2 Intervaller ikke overstigende 50 flytimer, dersom ikke pkt. 4 i denne LDP er utført.

3.1 Innen 400 flytimer er oppnådd, eller innen 36 kalendermåneder etter 01.11.94; det som kommer først.

3.2 Innen 400 flytimer er oppnådd, eller innen 36 kalendermåneder etter 01.11.94; det som kommer først, deretter med intervaller ikke overstigende 400 flytimer.

Referanse:

FAA AD 94-17-13. 01.11.9

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 17

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

95-028 KONTROLL/UTSKIFTING AV PROPELLNAV/BLADER

Påbudet gjelder:

Hartzell Propeller Inc. Modell HC-B4TN-3/T10173F(N)(B,K)-12.5 og HC-B4TN-3A/T10173F(N)(B,K)-12.5.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 95-03-03.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 95-03-03, med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 95-03-03.

Gyldighetsdato:

01.04.95.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

BILAG TIL LDP 95-028

AIRWORTHINESS DIRECTIVE

FLIGHT STANDARDS SERVICE
REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation
Administration

95-03-03 Hartzell Propeller Inc.: Amendment 39-9140. Docket 95-ANE-06.

Applicability: Hartzell Propeller Inc. Model HC-B4TN-3/T10173F(N)(B,K)-12.5 and HC-B4TN-3A/T10173F(N)(B,K)-12.5 propellers installed on Beech A100 and A100A aircraft.

NOTE: The parentheses indicate the presence or absence of an additional letter(s) which vary the basic propeller blade model designation. This airworthiness directive (AD) still applies regardless of whether these letters are present or absent on the propeller blade model designation.

Compliance: Required as indicated, unless accomplished previously.

To prevent initiation of fatigue cracks in the propeller hub arm bore and subsequent progression to failure, with departure of the hub arm and blade, that may result in loss of aircraft control, accomplish the following:

(a) For affected propellers with Time-Since-New (TSN) greater than or equal to 3,000 hours or TSN unknown on the effective date of this AD, within the next 150 hours Time-In-Service (TIS) or the next 12 calendar months after the effective date of this AD, whichever occurs first, accomplish paragraphs (a)(1), (a)(2), and either (a)(3) or (a)(4) of this AD:

(1) Remove affected propeller hub and blade assemblies from the aircraft for inspection, and accomplish specified rework or retirement, if necessary, in accordance with Hartzell Propeller Inc. Alert Service Bulletin (ASB) No. A196A, dated December 27, 1994.

(2) Replace propeller blade assemblies that have been rejected or retired per paragraph (a)(1) of this AD with propeller blade assemblies inspected and reworked, if necessary, per paragraph (a)(1) of this AD or new blade assemblies. Thereafter, at intervals of 3,000 hours TIS or 60 calendar months, whichever occurs first, inspect, and rework or retire, if necessary, the blade assemblies in accordance with Hartzell Propeller Inc. ASB No. A196A, dated December 27, 1994.

(3) Replace propeller hub assemblies that have been rejected or retired per paragraph (a)(1) of this AD with propeller hub assemblies that have had the hub arm bores inspected (and reworked as necessary), pilot tubes replaced, and have a metal impression stamp at the end of the hub serial number with suffix letter "M", followed by a number (1, 2, 3, etc.) to indicate the number of repetitive inspections performed in accordance with Hartzell ASB No. A196A, dated December 27, 1994. Thereafter, at intervals of 600 hours TIS or 60 calendar months, whichever occurs first, inspect, and rework or retire, as necessary, the hub assemblies in accordance with Hartzell Propeller Inc. ASB No. A196A, dated December 27, 1994.

(4) Replace propeller hub unit Part Number (P/N) 840-139 or P/N 840-89, unless already accomplished, with a hub that has compressive rolled internal bearing bores, which is identified with the addition of a third letter "A" in the hub serial number prefix (e.g. "CDA1234"). Thereafter, at intervals of 3,000 hours TIS or 60 calendar months, whichever occurs first, inspect, and rework or retire, as necessary, the hub assemblies in accordance with Hartzell Propeller Inc. ASB No. A196A, dated December 27, 1994.

(b) For affected propellers with less than 3,000 hours TSN on the effective date of this AD, within the next 300 hours TIS, or prior to the accumulation of 3,150 hours TSN, or within the next 12 calendar months after the effective date of this AD, whichever occurs first, accomplish paragraphs (a)(1), (a)(2), and either (a)(3) or (a)(4) of this AD.

(c) Any blade repairs made after the effective date of this AD shall be accomplished in accordance with the procedures specified in Hartzell ASB No. A196A, dated December 27, 1994.

(d) For propellers that experience a blade strike, as defined in paragraph (f) of this AD, after the effective date of this AD, prior to further flight, accomplish paragraphs (a)(1), (a)(2), and either (a)(3) or (a)(4) of this AD.

(e) For propellers that have experienced a blade strike, as defined in paragraph (f) of this AD, prior to the effective date of this AD, within the next 100 hours TIS after the effective date of this AD, accomplish paragraphs (a)(1), (a)(2), and either (a)(3) or (a)(4) of this AD.

(f) A blade strike is defined as a propeller having any blade(s) bent beyond the repair limits specified in Hartzell Propeller Inc. Standard Practices Manual 61-01-02, Revision 1, Pages 1104-1105, dated June 1994.

BILAG TIL LDP 95-028

(g) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

(h) Except when propellers have experienced a blade strike, special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(i) The inspections and rework shall be accomplished in accordance with the following service documents:

Document No.	**Pages**	**Date**
Hartzell Propeller Inc. ASB No. A196A	1-5	December 27, 1994
Total pages: 5.		
Hartzell Propeller Inc. Standard Practices Manual 01-02, Revision 1	1104-1105	June 1994
Total pages: 2.		

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Hartzell Propeller Inc., One Propeller Place, Piqua, OH 45356-2634; telephone (513) 778-4200, fax (513) 778-4391. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(j) This amendment becomes effective on March 17, 1995.

FOR FURTHER INFORMATION CONTACT:
Tomaso DiPaolo, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Room 232, Des Plaines, IL 60018; telephone (708) 294-7031, fax (708) 294-7834.

BLANK

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 18

Med hjemmel om lov om luftfart av 11. juni 1993 kap. IV § 4-1 og kap. XV § 15-4, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

95-043 KONTROLL OG UTSKIFTING AV PROPELLBLADER

Påbudet gjelder:

Hartzell propeller Inc., modell HC-92WK-() og HC-92ZK-().

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 95-11-08.

Tid for utførelse:

Til de tider og intervaller som beskrevet i vedlagte kopi av FAA AD 95-11-08, med virkning fra denne LDP's gyldighetsdato.

Anm.: Der hvor det i bilaget til denne LDP refereres til AD 73-02-01, skal leses: ***LDP 14/73.***

Anm.: Denne LDP erstatter og opphever LDP 14/73.

Referanse:

FAA AD 95-11-08.

Gyldighetsdato:

01.07.95.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation
Administration

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

95-11-08 Hartzell Propeller Inc.: Amendment 39-9243. Docket 95-ANE-05. Supersedes AD 73-02-01, Amendment 39-1584.

Applicability: Hartzell Propeller Inc. Models HC-92WK-( ) and HC-92ZK-( ) propellers, installed on but not limited to the following aircraft: Aerostar Aircraft Corp. (formerly Ted Smith Aerostar) Model Aerostar 360; Air & Space America, Inc. Model 18A; Aircraft Acquisition Corp. (formerly Helio) Models H-250, 500; Beech Models 95, B95, B95A, D95A, E95; Cessna Models 172, 175, 175A; Found Brothers Aviation Ltd. Models FBA 100, FBA-2C; Kwad Company Model Super-V; Mooney Aircraft Corp. Model M20A; Piper Models PA-23, PA-24, PA-25; Procaer Model F15/B; Revo Inc. Models C2, Lake LA-4; and Simmering Graz Pauker A.G. Model SGP-222.

NOTE 1: This airworthiness directive (AD) applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (e) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any propeller from the applicability of this AD.

NOTE 2: The above is not an exhaustive list of aircraft which may contain the affected Hartzell Models HC-92WK-( ) and HC-92ZK-( ) propellers because of installation approvals made by, for example, Supplemental Type Certificate or field approval under FAA Form 337 "Major Repair and Alteration." It is the responsibility of the owner, operator, and person returning the aircraft to service to determine if an aircraft has an affected propeller.

Compliance: Required as indicated, unless accomplished previously.

To prevent propeller blade separation, which could result in loss of control of the aircraft, accomplish the following:

(a) For all affected propellers, within 10 hours time in service (TIS) after the effective date of this AD, perform a blade clamp screw inspection in accordance with Procedure No. 1 of Hartzell Propeller Inc. Service Bulletin (SB) No. 202, dated January 5, 1995. If any clamp screws are loose (i.e., screws turn when applying torque in a clockwise rotation) or broken, remove propeller and send to an authorized repair station for disassembly and inspection in accordance with paragraph (b) of this AD prior to further flight.

(b) For affected propellers whose time since last blade dye penetrant inspection or compliance with AD 73-02-01 is unknown, within the next 10 hours TIS after the effective date of this AD, accomplish the following:

(1) Disassemble, perform a dye penetrant inspection of the blade shank, perform compressive rolling of the blade shank, and replace clamp socket screws with Part Number (P/N) A-321 clamp socket screws in accordance with Procedure No. 2 of Hartzell Propeller Inc. SB No. 202, dated January 5, 1995. If cracks are found during a dye penetrant inspection of the blade shank, replace with a serviceable blade that has been compressively rolled in the blade shank.

(2) At intervals not to exceed 500 hours TIS since last inspection, repeat paragraph (b)(1) of this AD. The P/N A-321 clamp screws are to be used one time only and are to be replaced with new screws each time the propeller blade clamp is disassembled.

(c) For affected propellers whose time since last blade dye penetrant inspection or compliance with AD 73-02-01 is greater than 275 hours TIS, within the next 25 hours TIS after the effective date of this AD, accomplish paragraphs (b)(1) and (b)(2) of this AD.

(d) For affected propellers whose time since last blade dye penetrant inspection or compliance with AD 73-02-01 is less than or equal to 275 hours TIS, prior to reaching 300 hours TIS since last blade dye penetrant inspection or compliance with AD 73-02-01, accomplish paragraphs (b)(1) and (b)(2) of this AD.

(e) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished. Special flight permits should not be issued if loose or broken screws are found.

(g) The actions required by this AD shall be done in accordance with the following Hartzell Propeller Inc. SB:

Document No.	**Pages**	**Date**
SB No. 202	1-5	January 5, 1995

Total pages: 5.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Hartzell Propeller Inc., One Propeller Place, Piqua, OH 45356-2634; telephone (513) 778-4200, fax (513) 778-4391. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park; Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(h) This amendment becomes effective on June 12, 1995.

FOR FURTHER INFORMATION CONTACT:

Tomaso DiPaolo, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Room 232, Des Plaines, IL 60018; telephone (708) 294-7031, fax (708) 294-7834.

BLANK

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 19

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

96-077 KONTROLL AV PROPELL BLADER

Påbudet gjelder:

Hartzell Propeller Inc.: HC-B3TN, HC-B5MP, HC-E4A og HC-D4N serier som er utstyrt med propell blader med serienummer som listet i Alert Service Buletin No. HC-ASB-61-220, datert 08. juli 1996.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 96-15-04.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 96-15-04, med virkning fra denne LDP`s gyldighetsdato.

Referanse:

FAA AD 96-15-04.

Gyldighetsdato:

01.09.96.

AIRWORTHINESS DIRECTIVE

Bilag til LDP 96-077

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation
Administration

96-15-04 Hartzell Propeller Inc.: Amendment 39-9697. Docket 96-ANE-18.

Applicability: Hartzell Propeller Inc. HC-B3TN, HC-B5MP, HC-E4A, and HC-D4N series propellers, equipped with propeller blades identified by serial number in Hartzell Propeller Inc. Alert Service Bulletin (ASB) No. HC-ASB-61-220, dated July 8, 1996. The propeller blades identified by serial numbers are limited to those manufactured between March 1992 and June 1996, and represent a group of aluminum propeller blade designs, which are: D9327( ), D9512A( ), LT10673( ), LT10673( )-2Q, M10282( )+6, M10876( ), LT10876( )-2Q, and E10477K. These propellers are installed on but not limited to the following aircraft:

Aerospatiale Nord 262 series (STC modified),
Air Tractor, Inc. AT-502, AT-503, and AT-802 series,
Antonov AN-28 series,
Ayres S2R series,
McDonnell Douglas DC-3 series (STC modified),
Norman Aeroplane NAC 6 series,
Pilatus Aircraft Ltd. PC-7 mk II, PC-9, and PC-12 series,
PZL PZL-M18,
Short Brothers plc S-312 Tucano (military), SD3, and C-23 (military) series.
Twin Commander Aircraft Corp. 690 and 695 series (STC modified).

NOTE 1: The above is not an exhaustive list of aircraft which may contain the affected Hartzell Propeller Inc. Models HC-B3TN, HC-B5MP, HC-E4A, and HC-D4N series propellers because of installation approvals made by, for example, Supplemental Type Certificate or field approval under FAA Form 337 "Major Repair and Alteration." It is the responsibility of the owner, operator, and person returning the aircraft to service to determine if an aircraft has an affected propeller.

NOTE 2: This airworthiness directive (AD) applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent propeller blade separation caused by propeller blade shank cracks emanating from forging flaws, which could result in loss of control of the aircraft, accomplish the following:

(a) For propellers installed on agricultural or acrobatic aircraft, such as Air Tractor, Inc., AT-502A, AT-503, AT-802; Ayres Corporation S2R-T65, S2RHG-265; Norman Aeroplane NAC 6; Pilatus Aircraft Ltd. PC-7 mk II, PC-9; PZL PZL-M18, and Short Brothers Ltd. S-312 Tucano (military) aircraft, accomplish the following:

(1) Within 10 hours TIS after the effective date of this AD, disassemble the propeller and perform a one-time fluorescent dye penetrant inspection of a twelve-inch long area on both the face and camber sides of propeller blade shanks for forging flaws or cracks, in accordance with Hartzell Propeller Inc. ASB No. HC-ASB-61-220, dated July 8, 1996.

(2) Prior to further flight, remove from service propeller blades exhibiting forging flaws or cracks and replace with serviceable parts.

(b) For all other propellers, regardless of aircraft installation, accomplish the following:

(1) Within 60 hours TIS after the effective date of this AD, disassemble the propeller and perform a one-time fluorescent dye penetrant inspection of a twelve-inch long area on both the face and camber sides of propeller blade shanks for forging flaws or cracks in accordance with Hartzell Propeller Inc. ASB No. HC-ASB-61-220, dated July 8, 1996.

(2) Prior to further flight, remove from service propeller blades exhibiting forging flaws or cracks and replace with serviceable parts.

(c) For propellers that have not been inspected in accordance with this AD, which experience a sudden or unusual vibration, accomplish the following:

(1) Prior to further flight, disassemble the propeller and perform a one-time fluorescent dye penetrant inspection of a twelve-inch long area on both the face and camber sides of propeller blade shanks for forging flaws or cracks in accordance with Hartzell Propeller Inc. ASB No. HC-ASB-61-220, dated July 8, 1996.

(2) Prior to further flight, remove from service propeller blades exhibiting forging flaws or cracks and replace with serviceable parts.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

NOTE: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

(e) Except for propellers subject to paragraph (c) of this AD, special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(f) The actions required by this AD shall be done in accordance with the following Hartzell Propeller Inc. service document:

Document No.	**Pages**	**Date**
ASB No. HC-ASB-61-220	1-24	July 8, 1996

Total pages: 24.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Hartzell Propeller Inc., One Propeller Place, Piqua, OH 45356-2634; telephone (513) 778-4388, fax (513) 778-4321. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(g) This amendment becomes effective on July 29, 1996.

FOR FURTHER INFORMATION CONTACT:

Tomaso DiPaolo, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Ave., Des Plaines, IL 60018; telephone (847) 294-7031, fax (847) 294-7834.

BLANK

Luftfartstilsynet
1. tilsynsavdeling
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådhusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
e-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 20

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

96-096A KONTROLL/UTSKIFTING AV PROPELLNAVET

Påbudet gjelder:

Hartzell Propeller Inc.: HC-A3VF-7(), HC-B3TF-7(), HC-B3MN-3(), HC-B3TN-2(), HC-B3TN-3(), HC-B3TN-5(), HC-B4MN-5(), HC-B4MP-3(), HC-B4TN-3(), HC-B4TN-5(), HC-B5MA-3(), HC-B5MP-3(), HC-B5MP-5(), HC-B3MN-5(), HC-B3TN-4(), HC-B4MP-4() og HC-B5MN-3() propeller.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 96-18-14.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 96-18-14, med virkning fra denne LDP`s gyldighetsdato.

Referanse:

FAA AD 96-18-14.

Gyldighetsdato:

2002-10-18

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "www.airweb.faa.gov/rgl"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

CORRECTION *[Federal Register: August 28, 2002 (Volume 67, Number 167); Page 55108; www.access.gpo.gov/su_docs/aces/aces140.html]*

96-18-14 Hartzell Propeller Inc.: Amendment 39-9738. Docket 95-ANE-30.

Applicability: Hartzell Propeller Inc. (Hartzell) Models HC-A3VF-7( ), HC-B3TF-7( ), HC-B3MN-3( ), HC-B3TN-2( ), HC-B3TN-3( ), HC-B3TN-5( ), HC-B4MN-5( ), HC-B4MP-3( ), HC-B4TN-3( ), HC-B4TN-5( ), HC-B5MA-3( ), HC-B5MP-3( ), HC-B5MP-5( ), HC-B3MN-5( ), HC-B3TN-4( ), HC-B4MP-4( ), and HC-B5MN-3( ) propellers. These propellers are installed on but not limited to the following aircraft:
Aerospace Technologies of Australia PTY LTD N22B, N24A, N22S;
Air Tractor, Inc. AT-301, AT-302, AT-400, AT-400A, AT-401, AT-402, AT-502, AT-503, AT-802;
Agusta S.p.A. SF600, F.260;
Ayres Corporation S-2R, S2R-T11, S2R-T15, S2R-T34, S2R-T56, S2RHG-T65;
Beech A36, 65-90, 65-90A, C90, B90, E90, C90A, F90, 100, 200, 200C, A200C, B200, B200C, 200T, 200CT, A200CT, B200T, B200CT, 65-80, 65-A90-1, 65-A90-2, 65-A90-4, 99, 99A, A99A, B99, A200, C99, H90, 300, 300LW, B300, B300C, 1900, 1900C, T34C, T34C-1;
Cessna 208, 208A, 208B, 421, 425, 441, 402, P210N;
Construcciones Aeronauticas, S.A. (CASA) C-212-CB, -CC, -CE, -CF;
deHavilland Aircraft Co., Ltd. D.H.114;
deHavilland Inc. DHC-2, DHC-3, DHC-4; DHC-6, 1, 100, 200, 300;
Empresa Brasileira de Aeronautica S/A Embraer EMB-110P1, EMB-110P2;
Fairchild Aircraft, Inc. SA26-AT, -T; SA226-AT, -TB;
Frakes Aviation (Gulfstream American) G-73;
Great Lakes Aircraft Co. 2T-1A;
Helio HST-550, HST-550A;
Industrie Aeronautiche e Meccaniche Piaggio P.166DL3;
Israel Aircraft Industries, Ltd. Arava 101, 101B;
McDonnell Douglas DC-3 series;
McKinnon Enterprises, Inc. (Grumman) G-21E, G21-G;
Mitsubishi MU-2B series;
Pacific Aerospace Corporation, Ltd. FU24-954, FU24A-954;
Partenavia Costruzioni Aeronautiche S.p.A. AP68TP 300, AP68TP 600;
Pilatus Aircraft Ltd. PC-6/A-H2, /B1-H2, /B-H2, /B2-H2, /B2-H4, PC-7;
Piper Aircraft Corporation PA31-T1, -T2, -T3; PA31P; PA42, -42-720, -42-720R;
Prop-Jets, Inc., Interceptor (Aero Commander) (Meyers) 400;
Schweizer Aircraft Corp. (Grumman) G-164A, G-164B, G-164B-34T, -15T, G-164D;

Short Bros. Limited & Harland Ltd. SC-7 series, SD3 series;
Twin Commander Aircraft Corp. 680T, V, 681, 690A, 690B, 690C, 695, 695A;
Weatherly Aviation Company 620TP.

Note 1: The parenthesis that appear in the propeller models indicate the presence or absence of additional letter(s) which vary the basic propeller hub model designation. This airworthiness directive (AD) is applicable regardless of whether these letters are present or absent on the propeller hub model designation.

Note 2: The above is not a complete list of aircraft which may contain the affected Hartzell Propeller Inc. Models HC-A3VF-7( ), HC-B3TF-7( ), HC-B3MN-3( ), HC-B3TN-2( ), HC-B3TN-3( ), HC-B3TN-5( ), HC-B4MN-5( ), HC-B4MP-3( ), HC-B4TN-3( ), HC-B4TN-5( ), HC-B5MA-3( ), HC-B5MP-3( ), HC-B5MP-5( ), HC-B3MN-5( ), HC-B3TN-4( ), HC-B4MP-4( ), and HC-B5MN-3( ) propellers because of installation approvals made by, for example, Supplemental Type Certificate or field approval under FAA Form 337 "Major Repair and Alteration." It is the responsibility of the owner, operator, and person returning the aircraft to service to determine if an aircraft has an affected propeller.

Note 3: This AD applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must use the authority provided in paragraph (h) to request approval from the Federal Aviation Administration (FAA). This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any propeller from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.
To prevent propeller hub, blade, or blade clamp failure, which can result in loss of aircraft control, accomplish the following:

(a) This AD requires no action for operators with Hartzell propeller models HC-B4TN-5(D,G,J)L/LT10282(B,K)-5.3R, HC-B4TN-5(D,G,J)L/LT10282N(B,K)-5.3R, and HC-B4TN-5(D,G,J)L/LT10282NS(B,K)-5.3R installed on Mitsubishi MU-2B-26A, -36A, -40, -60; MU-2B-30 modified by Supplemental Type Certificate (STC) SA336GL-D & SA339GL-D; MU-2B-36 Modified by STC SA2413SW and any other MU-2 Series aircraft which have the referenced propeller models installed. These operators must, however, comply with AD 95-01-02.

(b) This AD requires no action for operators with Hartzell propeller models HC-B4TN-3/T10173F(N)(B,K)-12.5 and HC-B4TN-3A/T10173F(N)(B,K)-12.5 installed on Beech A100 and A100A aircraft. These operators must, however, comply with AD 95-03-03.

(c) Disassemble the propeller in accordance with Hartzell Propeller Inc. Service Manual 118F, Revision 2, dated May 1992, pages 15 to 19, for 3- and 4-bladed hub models, and Service Manual 132A, Revision 2, dated June 1992, pages IV-5 to IV-11, for 5-bladed hub models, remove the hub from service, and replace the hub with a serviceable hub in accordance with the compliance schedule in Table 1 of this AD.

(1) Utilize Table 1 of this AD in accordance with the following example: Model HC-B3TN-3( ) series propellers, starting with serial numbers (S/N's) BU1 through BU377, require replacement before the end of March of calendar year 1997. Serial numbers BU378 through BU754 require hub replacement before the end of September of calendar year 1997, and so forth.

(2) The affected hubs can only be replaced with serviceable hubs having a S/N not listed in Table 1 of this AD for that propeller model, or serviceable hubs having a S/N for which replacement is not yet required in accordance with Table 1 of this AD.

(3) The two-letter prefix of some existing propeller hub serial numbers may be followed by a third letter 'A.' The presence or absence of this letter has no significance in determining compliance.

(4) Since a hub may be used in various propeller models, the S/N and the model number shown in Table 1 of this AD may not coincide. Precedence is given to the hub S/N in determining compliance requirements. The hub model is only given as a reference.

(5) Hub replacement must be accomplished by the end of the calendar month indicated at the top of the appropriate column in Table 1 of this AD. The S/N ranges in this table identify the propeller hubs that require replacement by the end of that month.

TABLE 1

	Replacement is due by end of:	**March 1997**	**Sept. 1997**	**March 1998**	**Sept. 1998**	**March 1999**	**Sept. 1999**
Hub Model Number	**S/N Series**						
HC-B3TN-3	BU	1-377	378-754	755-1881	1882-3008	3009-3840	3841-4673
HC-B3MN-3	GB						
HC-B3MN-5	FZ						
HC-B3TN-5	BV	1-86	87-172	173-529	530-885	886-1622	1623-2359
HC-B3TN-4	FK						
HC-B3TN-2	AG	1-59	60-118	119-174	175-231	232-238	
HC-B3TF-7	EX					1-3	4-7
HC-A3VF-7	DS				1	2-20	21-39
HC-B4TN-5	CD	1-94	95-187	188-663	664-1139	1140-1399	1400-1660
HC-B4TN-3	EA	1-169	170-338	339-437	438-537	538-758	759-979
HC-B4MN-5	FL			1-35	36-70	71-238	239-406
HC-B4MP-3	FW					1-15	16-31
HC-B4MP-4	FU					1-3	4-7
HC-B5MP-5	EZ		1				
HC-B5MA-3	HB						
HC-B5MN-3	ES		1				
HC-B5MP-3	EV	1-51	52-101	102-223	224-345	346-478	479-612
HC-B5MP-3	FT			1-3	4-6		

Table 1 (continued)

Hub Model Number	Replacement is due by end of: S/N Series	March 2000	Sept. 2000	March 2001	Sept. 2001	March 2002	Sept. 2002
HC-B3TN-3	BU	4674-5707	5708-6742	6743-7864	7865-8987	8988-10409	10410-11832
HC-B3MN-3	GB						
HC-B3MN-5	FZ						
HC-B3TN-5	BV	2360-2689	2690-3020	3021-3410	3411-3600	3601-4035	4036-4270
HC-B3TN-4	FK			1	2-3		
HC-B3TN-2	AG				239-244	245-295	296-351
HC-B3TF-7	EX	8-47	48-87	88-112	113-136	137-138	139-140
HC-A3VF-7	DS	40-109	110-179	180-230	231-280	281-313	314-345
HC-B4TN-5	CD	1661-1848	1849-2036	2037-2133	2134-2230	2231-3134	3135-3342
HC-B4TN-3	EA	980-1003	1004-1028	1029-1036	1037-1043	1044-1092	1093-1142
HC-B4MN-5	FL	407-411	412-416	417-423	424-429	430-436	437-1002
HC-B4MP-3	FW	32-371	372-711	712-1024	1025-1338	1339-1393	1394-2034
HC-B4MP-4	FU		8				
HC-B5MP-5	EZ	2	3-4				
HC-B5MA-3	HB	1	2-3	4-28	29-52	53-78	79-1018
HC-B5MN-3	ES	2-7	8-13				
HC-B5MP-3	EV	613-720	721-826	827-894	895-961	962-1002	1003-2030
HC-B5MP-3	FT	7			8		

Table 1 (continued)

Hub Model Number	Replacement is due by end of: S/N Series	March 2003	Sept. 2003	March 2004	Sept. 2004	March 2005	Sept. 2005
HC-B3TN-3	BU	11833-13487	13488-15141	15142-16299	16300-17457	17458-18308	18309-19160
HC-B3MN-3	GB			1-162	163-324	325-361	362-438
HC-B3MN-5	FZ			1-23	24-45	46	
HC-B3TN-5	BV	4271-4523	4524-4776	4777-4809	4810-4843	4844-4945	4946-6022
HC-B3TN-4	FK						4
HC-B3TN-2	AG	352-447	448-543	544-682	683-821	822-886	887-950
HC-B3TF-7	EX	141-208	209-275	276-330	331-386	387-472	473-558
HC-A3VF-7	DS	346-396	397-446	447-454	455-482	483-496	497-511

HC-B4TN-5	CD						
HC-B4TN-3	EA						
HC-B4MN-5	FL						
HC-B4MP-3	FW						
HC-B4MP-4	FU						
HC-B5MP-5	EZ						
HC-B5MA-3	HB						
HC-B5MN-3	ES						
HC-B5MP-3	EV						
HC-B5MP-3	FT						

(d) Perform a fluorescent penetrant inspection of blades for cracks in accordance with Hartzell Propeller Inc. Service Bulletin 136H, dated March 12, 1993, prior to installing a serviceable hub.

(e) Perform magnetic particle inspection of blade clamps for cracks in accordance with Hartzell Service Manual 202A, dated March 1993, pages 201 to 215, prior to installing a serviceable hub.

(f) If cracks are found in either the blade or the blade clamps, prior to further flight replace with serviceable blade or blade clamps.

(g) Reassemble the propeller in accordance with Hartzell Propeller Inc. Service Manual 118F, Revision 2, dated May 1992, pages 57 to 96, for 3- and 4-bladed hub models, and Service Manual 132A, Revision 2, dated June 1992, pages VII-1 to VII-46, for 5-blade hub models.

(h) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Aircraft Certification Office. The request should be forwarded through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

Note: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

(i) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(j) The actions required by this AD shall be done in accordance with the following service documents:

Document No.	Pages	Date
Hartzell Propeller Inc., SB No. 136H Total Pages: 18.	1–18	March 12, 1993.
Hartzell Propeller Inc., Service Manual No. 202A Total Pages: 15.	201–215	March 1993.
TRW Hartzell Propeller Overhaul Manual, No. 118–E	57, 58	April 1985.
Hartzell Propeller Inc., Manual No. 118F, Revision 2	59, 60	May 1992.
TRW Hartzell Propeller Overhaul Manual No. 119–E	61–83	April 1985.
Hartzell Propeller Inc., Manual No. 118F, Revision 2	84, 84a, 84b	May 1992.

TRW Hartzell Propeller Overhaul Manual No. 118–E	85, 86	April 1985.
Hartzell Propeller Inc., Manual No. 118F, Revision 2	87, 88, 88a, 88b	April 1985, May 1992.
TRW Hartzell Propeller, Overhaul Manual No. 118–E Total Pages: 44.	89–96	April 1985.
Hartzell Propeller, Products Division, Instruction Manual No. 132–A	VII–1–VII–30	Sept. 1, 1985.
Hartzell Propeller Inc., Instruction Manual No. 132–A	VII–31	Sept. 1, 1985.
Hartzell Propeller Inc., Manual No. 132A	VII–32	No Date.
Hartzell Propeller, Products Division, Instruction Manual No. 132–A	VII–33–VII–40	Sept. 1, 1985.
Hartzell Propeller Inc., Instruction Manual No. 132–A	VII–41	Sept. 1, 1985.
Hartzell Propeller Inc., Manual No. 132A, Revision 1	VII–42, VII–43	April 1990.
Hartzell Propeller Inc., Instruction Manual No. 132–A	VII–44	Sept. 1, 1985.
Hartzell Propeller Inc., Manual No. 132A, Revision 1 Total Pages: 46.	VII–45, VII–46	April 1990.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Hartzell Propeller Inc., One Propeller Place, Piqua, OH 45356-2634, ATTN: Product Support; telephone (513) 778-4388, fax (513) 778-4321. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street NW., suite 700, Washington, DC.

(k) This amendment becomes effective on October 16, 1996.

FOR FURTHER INFORMATION CONTACT: Tomaso DiPaolo, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Ave., Des Plaines, IL 60018; telephone (847) 294-7031, fax (847) 294-7834.

BLANK

LUFTFARTSTILSYNET
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 21

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

97-074A KONTROLL AV PROPELLBLAD

Påbudet gjelder:

Hartzell Propeller Inc. ()HC-()(2,3)(X,V)()-()og HA-A2V20-1B propeller med aluminiumblader.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 97-18-02R1.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 97-18-02R1.

Referanse:

FAA AD 97-18-02R1.

Gyldighetsdato:

2003.08.18

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

REVISION

97-18-02R1 Hartzell Propeller Inc.: Amendment 39-13212. Docket No. 96-ANE-40-AD. Revises AD 97-18-02, Amendment 39-10112

Applicability: This airworthiness directive (AD) is applicable to Hartzell Propeller Inc. ( )HC-( )(2,3)(X,V)( )-( ) series and HA-A2V20-1B series propellers with aluminum blades. These propellers are installed on but not limited to the aircraft listed in the following Table 1:

TABLE 1.–AFFECTED AIRCRAFT

Manufacturer	Aircraft model
Aero Commander (Twin Commander).	500; 500A; 500B, 500S, and 500U; 520; 560; 560A, 560E; 680, 680E, 720; 680F, 680FP, 680FL, 680FLR; B1 (CALLAIR).
Aeromere	FALCO F.8.L.
Aeronautica Macchi	AL60–F5; AM–3.
Bauger	SAIL PLANE.
Beech	35 SERIES BONANZA; 35–C33 DEBONAIR; 35–C33A, E33A, F33A; 50 SERIES TWIN BONANZA; 58P, 58TC BARON; 95–55, 95–A55, 95–B55 BARON; 65, A65, 65–(B)80, 65–A80, A65–8200, 70.
Bellanca	14–13; 14–19; 14–19–2; 14–19–3; 7GCA, 7GCB, 7GCC; DW–1 EAGLE.
Camair	480.
Cessna	170; 170A; 172 SKYHAWK; 175; 180, A, B, C, D, E, F, G, H; 182, A, B, C, D, E, G, H, J, K, L, M; 210, A, B, C, 5, 5A; 310, A, B, C, D, E, F, G, H, E310H; 320, 320–1 SKYKNIGHT; 320A, 320B; 402 BUSINESSLINER; 411; WREN 460; WREN 460H, J, K, L, M.
deHavilland	DH104 DOVE; DH114 HERON.
Dornier	DO27Q–6; DO28A–1; DO28B–1.
Fuji	T–3, LM–2.
GAF—Gov't. Aircraft Factories	N22B, N24A, N22S, N22C.
Goodyear	(Loral); GA22A GOODYEAR BLIMP; GZ19, 19A GOODYEAR BLIMP.
Great Lakes	2T–1A–2.
Grumman	G44, G44A WIDGEON; G21C, D GOOSE.
Helio	H–391 COURIER; H–391B COURIER; H–395A COURIER.
Luscombe	11; 11A.
Mooney	M20.
Multitech (Temco)	D16 TWIN NAVION; D16A TWIN NAVION.
Nardi	FN–333.
Navion	NAVION B; NAVION, NAVION A.

Pacific Aerospace (Fletcher)	FU–24, FU–24A.
Piaggio	P–149D; P136–L1 ROYAL GULL; P136–L2 ROYAL GULL; P149D; P166 ROYAL GULL.
Pilatus	PC–3; PC–6; PC–6–H1, -H2 PORTER.
Piper	PA–E23–250 AZTEC; PA14 FAMILY CRUISER; PA18(A)(S)–150 SUPER CUB; PA18A–150 SUPER CUB; PA22–150, PA22S–150 TRIPACER; PA23 SERIES APACHE; PA23–160 APACHE; PA23–235 AZTEC; PA23–250 AZTEC; PA24–250 COMANCHE; PA24–400 COMANCHE; PA24S COMANCHE; PA28 CHEROKEE; PA28–140 CHEROKEE.
Prop Jets Inc.	200; 200A,B,C.
Republic (STOL Amphibian)	RC3 SEABEE.
Scottish Aviation (BAE)	B.206 SERIES 2 BEAGLE.
Stinson	L–5; 108, –1, –2, –3; 108–2–3.
Sud Aviation (SOCATA)	GY.80–150 GARDAN; GY.80–160 GARDAN HORIZON.
Swift	GC–1B.
Taylorcraft	20.
Texas Bullet	205.
Windecker	EAGLE.

Note 1: The above is not a complete list of aircraft which may contain the affected Hartzell Propeller Inc. ( )HC-( )(2,3)(X,V)( )-( ) series and HA-A2V20-1B series propellers with aluminum blades because of installation approvals made by, for example, Supplemental Type Certificate or field approval under FAA Form 337 "Major Repair and Alteration." It is the responsibility of the owner, operator, and person returning the aircraft to service to determine if an aircraft has an affected propeller.

Note 2: The parentheses that appear in the propeller models indicate the presence or absence of additional letter(s) which vary the basic propeller hub model designation. This airworthiness directive is applicable regardless of whether these letters are present or absent on the propeller hub model designation.

Note 3: This AD applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (h) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Compliance with this AD is required as indicated, unless already done.

To prevent blade separation due to cracked blades, hubs, or blade clamps, which can result in loss of control of the airplane, accomplish the following:

Hartzell Propeller Models With Hub Models ( )HC-(1,4,5,8)(2,3)(X,V)( )-( )

(a) On Hartzell propeller models with hub models ( )HC-(1,4,5,8)(2,3)(X,V)( )-( ) perform initial and repetitive inspections and, if necessary, replace with serviceable parts in accordance with Hartzell Propeller Inc. Service Bulletin (SB) No. HC-SB-61-217, Revision 1, dated July 11, 1997, as follows:

(1) Initially perform a fluorescent dye penetrant and eddy current inspection of the blade, an optical comparator inspection of the blade retention area, a dye penetrant inspection of the blade internal bearing bore, and a visual and magnetic particle inspection of the blade clamp and of the hub. The initial inspection is required within the following:

(i) 1,000 hours time-since-new (TSN) for propellers with less than 900 hours TSN on September 11, 1997, provided that the initial inspections are performed within 60 calendar months TSN or 24 calendar months after September 11, 1997, whichever calendar time occurs later, or

(ii) 100 hours time in service (TIS) for propellers with 900 or more hours TSN, or unknown TSN, on September 11, 1997, provided that the initial inspections are performed within 24 calendar months after September 11, 1997.

(2) Thereafter, perform repetitive fluorescent dye penetrant and eddy current inspection of the blade, an optical comparator inspection of the blade retention area, and a visual and magnetic particle inspection of the blade clamp. The repetitive inspection is required at intervals not to exceed 500 hours TIS or 60 calendar months, whichever occurs first, since last inspection.

(3) Thereafter, perform a repetitive visual and magnetic particle inspection of the hub. This repetitive hub inspection is required at intervals not to exceed 250 hours TIS or 60 calendar months, whichever occurs first, since last inspection.

(4) Thereafter, perform repetitive dye penetrant inspections of the blade internal bearing bore. This repetitive blade internal bearing bore inspection is required at intervals not to exceed 60 calendar months since last inspection.

Hartzell Propeller Models With Hub Models ( )HC-(A,D)(2,3)(X,V)( )-( ), and HA-A2V20-1B, Except HC-A3VF-7( )

(b) On Hartzell propeller models With hub models ( )HC-(A,D)(2,3)(X,V)( )-( ), and HA-A2V20-1B, except HC-A3VF-7( ), perform initial and repetitive inspections and, if necessary, replace with serviceable parts in accordance with Hartzell SB No. HC-SB-61-217, Revision 1, dated July 11, 1997, as follows:

(1) Initially perform a fluorescent dye penetrant and eddy current inspection of the blade, an optical comparator inspection of the blade retention area, a visual and magnetic particle inspection of the blade clamp, and a dye penetrant inspection of the blade internal bearing bore. The initial inspection is required within the following:

(i) 1,000 hours TSN for propellers with less than 800 hours TSN on September 11, 1997, provided that the initial inspections are performed within 60 calendar months TSN or 24 calendar months after September 11, 1997, whichever calendar time occurs later; or

(ii) 200 hours TIS for propellers with 800 or more hours TSN, or unknown TSN, on September 11, 1997, provided that the initial inspections are performed within 24 calendar months after September 11, 1997.

(2) Thereafter, perform repetitive fluorescent dye penetrant and eddy current inspection of the blade, an optical comparator inspection of the blade retention area, and a visual and magnetic particle inspection of the blade clamp. The repetitive inspection is required at intervals not to exceed 500 hours TIS or 60 calendar months, whichever occurs first, since last inspection.

(3) Thereafter, perform repetitive dye penetrant inspections of the blade internal bearing bore. This repetitive blade internal bearing bore inspection is required at intervals not to exceed 60 calendar months since last inspection.

Hartzell Propeller Models with Hub Models HC-A3VF-7( )

(c) On Hartzell propeller models with hub models HC-A3VF-7( ), perform initial and repetitive inspections and, if necessary, replace with serviceable parts in accordance with Hartzell SB No. HC-SB-61-217, Revision 1, dated July 11, 1997, as follows:

(1) Initially perform a fluorescent dye penetrant and eddy current inspection of the blade, an optical comparator inspection of the blade retention area, a visual and magnetic particle inspection of the blade clamp, and a dye penetrant inspection of the blade internal bearing bore. The initial inspection is required within the following:

(i) 3,000 hours TSN for propellers that have never been overhauled and have less than 2,500 hours TSN on September 11, 1997, provided that the initial inspections are performed within 60 calendar months TSN or 24 calendar months after September 11, 1997, whichever calendar time occurs later, or

(ii) 3,000 hours TIS since last overhaul for propellers that have been overhauled but have less than 2,500 hours TIS since last overhaul on September 11, 1997, provided that the initial inspections are performed within 60 calendar months TIS since last overhaul or 24 calendar months after September 11, 1997, whichever calendar time occurs later, or

(iii) 500 hours TIS, for propellers that have never been overhauled and have 2,500 or more hours TSN on September 11, 1997, or propellers which have been overhauled and have 2,500 or more hours TIS since last overhaul on September 11, 1997, or propellers with unknown TSN, provided that the initial inspections were performed within 24 calendar months after September 11, 1997.

(2) Thereafter, perform repetitive fluorescent dye penetrant and eddy current inspection of the blade, an optical comparator inspection of the blade retention area, and a visual and magnetic particle inspection of the blade clamp. The repetitive inspection is required at intervals not to exceed 3,000 hours TIS or 60 calendar months, whichever occurs first, since last inspection.

(3) Thereafter, perform repetitive dye penetrant inspections of the blade internal bearing bore. This repetitive blade internal bearing bore inspection is required at intervals not to exceed 60 calendar months since last inspection.

(d) The initial inspection of the internal blade bearing bore required by paragraph (a)(1), (b)(1), or (c)(1) of this AD need not be done again if previously done in accordance with page 4 of Hartzell SB No. HC-SB-61-217, Revision 1, dated July 11, 1997.

(e) If not previously done, shot peen the propeller blade shank area during the initial inspection required by paragraph (a)(1), (b)(1), or (c)(1) of this AD, as appropriate, and perform the shot peening in accordance with Hartzell SB No. HC-SB-61-217, Revision 1, dated July 11, 1997. Re-shot peening of the propeller blade shank area during the initial or repetitive inspections required by paragraph (a)(1), (b)(1), or (c)(1) or (a)(2), (b)(2), or (c)(2) of this AD, as appropriate, is required only if the propeller blade shank area has been repaired or has excessive wear or damage in accordance with Hartzell SB No. HC-SB-61-217, Revision 1, dated July 11, 1997.

Reporting Requirements

(f) Report inspection results to the Manager, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East DevMMPAve., Des Plaines, IL 60018, within 15 working days of the inspection. Reporting requirements have been approved by the Office of Management and Budget (OMB) and assigned OMB control number 2120-0056.

Optional Terminating Action

(g) Replacement of affected propellers with, or modification to Hartzell Propeller Inc. model "MV" series propellers constitutes terminating action for the initial and repetitive inspections specified in paragraphs (a) through (e) of this AD. The Hartzell "MV" series of propellers were certified as Hartzell propeller models ( )HC-( )(2,3)MV( )-( ) and HA-A2MV20-1. Information on modifying the propellers may be found in Hartzell SB No.'s HC-SB-61-232, dated March 20, 1998, and HC-SB-61-233, dated April 17, 1998.

Alternative Methods of Compliance

(h) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Aircraft Certification Office. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office. Compliance with Hartzell SB No. HC-SB-61-217, Revision 2, dated October 7, 1999, is an alternative method of compliance to Hartzell SB No. HC-SB-61-217, Revision 1.

Note 4: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

Special Flight Permits

(i) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated by Reference

(j) The inspections and replacements with serviceable parts must be done in accordance with Hartzell Propeller Inc. SB No. HC-SB-61-217, Revision 1, dated July 11, 1997. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 as of September 11, 1997 (62 FR 45309). Copies may be obtained from Hartzell Propeller Inc., One Propeller Place, Piqua, OH 45356-2634, ATTN: Product Support; telephone (937) 778-4200, fax (937) 778-4321. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(k) This amendment becomes effective on July 31, 2003.

Issued in Burlington, Massachusetts, on June 19, 2003.
Robert G. Mann,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 03-15991 Filed 6-25-03; 8:45 am]
BILLING CODE 4910-13-P

LUFTFARTSVERKET
Hovedadministrasjonen
Luftfartsinspeksjonen
Postboks 8124 Dep., 0032 Oslo
Telefon : 22 94 20 00
Telefax : 22 94 23 91
Tlgr. : CIVILAIR
Telex : 71032 enfb n

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 22

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartsverket følgende forskrift om luftdyktighet.

98-023 UTSKIFTING AV PROPELLENS «COUNTERWEIGHT CLAMP BOLTS»

Påbudet gjelder:

Hartzell Propeller Inc. HC-E4A-3(A,I) som har serienummer HJ1 til HJ654.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 98-02-07.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 98-02-07, med virkning fra denne LDP`s gyldighetsdato.

Referanse:

FAA AD 98-02-07.

Gyldighetsdato:

1998-03-01.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation
Administration

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-02-07 Hartzell Propeller Inc.: Amendment 39-10289. Docket 97-ANE-35-AD.

Applicability: Hartzell Propeller Inc. Model HC-E4A-3(A,I) propellers with serial numbers HJ1 to HJ654, installed on but not limited to Raytheon Beech 1900D series aircraft.

Note 1: This airworthiness directive (AD) applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (b) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent counterweight clamp bolt failure, which can result in propeller blade counterweight separation and damage to the propeller and aircraft, accomplish the following:

(a) Within 45 days or 400 hours time in service (TIS) after the effective date of the AD, whichever occurs first, identify and replace defective propeller blade counterweight clamp bolts with improved bolts in accordance with Hartzell Propeller Inc. Service Bulletin (SB) No. HC-SB-61-219, Revision 1, dated July 2, 1996.

(b) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Aircraft Certification Office. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

(c) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

(d) The actions required by this AD shall be done in accordance with the following Hartzell Propeller Inc. SB:

Document No.	Pages	Revision	Date
HC-SB-61-219	1-8	1	July 2, 1996

Total pages: 8.

This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Hartzell Propeller Inc., One Propeller Place, Piqua, OH 45356-2634, ATTN: Product Support; telephone (937) 778-4200, fax (937) 778-4321. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

(e) This amendment becomes effective on February 12, 1998.

FOR FURTHER INFORMATION CONTACT:
Tomaso DiPaolo, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Ave., Des Plaines, IL 60018; telephone (847) 294-7031, fax (847) 294-7834.

LUFTFARTSTILSYNET
1. TILSYNSAVDELING
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 96
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 23

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-028A Y-SHANK PROPELLER SOM HAR VÆRT TIL SERVICE HOS BROTHERS AERO SERVICES COMPANY INC (BASCO)

Påbudet gjelder:

Hartzell Propeller Inc. Y-shank propeller som beskrevet i vedlagte kopi av FAA AD 2001-07-03.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2001-07-03.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2001-07-03, med virkning fra denne LDP`s gyldighetsdato.

Referanse:

FAA AD 2001-07-03.

Gyldighetsdato:

2001-05-09.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "av-info.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

CORRECTION

2001-07-03 Hartzell Propeller Inc.: Amendment 39-12168. Docket No. 99-NE-21-AD:

Applicability

This AD is applicable to all Hartzell Propeller Inc. Y–shank series propellers identified by hub serial numbers (SN's) in Table 1 of this airworthiness directive (AD). The Y-shank series propellers has the letter Y in the model number which can be denoted in general as ( )HC-( )( )Y( )-( ).

Table 1 Hub Serial Numbers

121, 251, 715, 1111, 1387, 1661, 2383, 2479, 2883, 3059, 3343, 3479, 3717, 3890, 3990, 4690, and 5523
AM911
AN1309, AN2773, AN2826, AN2828, and AN3883
AU42, AU696, AU814, AU992, AU1226, AU1290, AU1416, AU2641, AU2643, AU2658, AU2699, AU2847, AU7186E, AU8364A, AU8418A and AU12997
BP344, BP715, BP1276, BP1772, BP2121, BP3811, BP3763, BP3978, BP5674, BP6126, BP6194, BP7141, BP7297, BP7513, BP8199, BP8708, and BP9586
CH6190 & CH19251
CJ52, CJ54, CJ419, and CJ649
DA1404 and DA1418
DG101
DJ4431, DJ4449, DJ9521A, DJ10407A, DJ11249A, DJ11880A, and DJ11881A
DN3775
DV11 and DV12
FH307
P560

Note 1: This AD applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Note 2: This AD is limited to propellers returned to service from November 1996 to October 1998 by Brothers Aero Service Company, Inc. (BASCO), Air Agency Certificate Number B4TR903J, revoked by Amended Order of Revocation, dated May 12, 1999.

Compliance

Compliance with this AD is required as indicated, unless accomplished previously.

To prevent propeller failure of the propellers returned to service by BASCO, and possible loss of airplane control, accomplish the following:

Required Actions

(a) Within 10 hours time-in-service after the effective date of this AD, accomplish the following:

(1) Disassemble,

(2) Clean,

(3) Inspect for the following:

(i) Nicks,

(ii) Scratches,

(iii) Failure of blades to meet minimum dimensions,

(iv) Alodine or paint or both applied over corrosion,

(v) Lack of chemical conversion coating applied beneath the de-ice boots,

(vi) Bolts incorrectly torqued,

(vii) Incorrect parts,

(viii) Incorrect installation of parts, and

(ix) Reinstallation of parts intended for one-time use.

(4) Repair and replace with serviceable parts, as necessary,

(5) Perform a cold roll operation on the blade shanks,

(6) Reassemble and test.

Note 3: Information on performing an overhaul of the affected propellers may be found in the applicable Hartzell Propeller Inc. Overhaul Manual.

Note 4: For a current list of propeller overhaul facilities approved to perform the blade shank cold rolling procedure contact Hartzell Product Support, telephone: (937) 778-4379. Not all propeller repair facilities have the equipment to properly perform a cold roll of the blade shanks.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Aircraft Certification Office. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

Note 5: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

Special Flight Permits

(d) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Effective Date of this AD

(e) This amendment becomes effective on June 4, 2001.

FOR FURTHER INFORMATION CONTACT: Tomaso DiPaolo, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone (847) 294-7031, fax (847) 294-7834.

Issued in Burlington, Massachusetts, on March 27, 2001.
Diane S. Romanosky, Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

LUFTFARTSTILSYNET
1. TILSYNSAVDELING
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 24

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2001-073 KONTROLL AV PROPELLNAV

Påbudet gjelder:

Hartzell Propeller Inc. Y-shank propeller som beskrevet i vedlagte kopi av FAA AD 2001-23-08.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2001-23-08.

Anm.: Denne LDP erstatter og opphever LDP 014/90.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2001-23-08, med virkning fra denne LDP`s gyldighetsdato.

Referanse:

FAA AD 2001-23-08.

Gyldighetsdato:

2001-12-07.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation Administration

We post ADs on the internet at "av-info.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2001-23-08 Hartzell Propeller Inc.: Amendment 39-12505. Docket No. 89-ANE-44. Supersedes priority letter AD 90-02-23.

Applicability: This airworthiness directive (AD) is applicable toHartzell Inc ()HC-()2Y()-() propeller models (also known as Y-shank propellers) installed on Piper PA-32 series aircraft with Textron Lycoming 540 series engines that are rated at 300 HP or higher, or installed on Pilatus Britten Norman or Britten Norman BN-2 series aircraft (also known as Islander or Trislander) with Textron Lycoming 540 series engines, or installed on any aircraft certificated in the acrobatic category, or installed on any aircraft that has ever been used for agricultural operations. These propellers have model numbers in the form of ()HC-()2Y()-(), which have no suffix letter or have the suffix letter "A" or "E" at the end of the hub serial number. This AD does not apply to Hartzell Propeller Inc ()HC-()2Y()-() propeller models with the suffix letter "B" at the end of the hub serial number.

The following list of aircraft, type certificated in the acrobatic category or used for agricultural operations, may have Hartzell Y-shank propellers installed, but this list is for reference purposes only: Aermacchi S.p.A. (formerly SIAI-Marchetti) S.205 series aircraft, S.208 series aircraft, F.260 series aircraft; American Champion (formerly Bellanca, Champion) 8KCAB, 8GCBC; Aviat (licensed by Sky International (formerly White International and Pitts)) S-1T, S-2, S-2A, S-2S, S-2B ; Cessna A188A, A188B, T188C; Flugzeugwerke Altenrheim AG (FFA) AS202/18A "BRAVO", AS202/18A4" BRAVO;" Great Lakes Aircraft Co. or Chaparral Motors 2T-1 series aircraft; Moravan National Corporation Zlin 526 ; Piper PA-25-260, PA-36-300; SOCATA--Groupe Aerospatiale (Morane Saulnier) MS893A, and MS893E.

Note 1: This airworthiness directive (AD) applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (f) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent failure of the propeller hub resulting from cracks, that can cause blade separation and subsequent loss of aircraft control, accomplish the following:

Eddy Current Inspection

(a) Perform initial and repetitive eddy current inspections (ECI) of the propeller hub fillet radius for cracks. The initial ECI is for propellers with no suffix letter at the end of the serial number and on propellers with serial numbers DN3607A, DN3609A, DN3613A, DN3615A, DN3628A, DN3630A, DN3641A, DN3940A, DN3944A, DN3949A, and DN3962A. The repetitive ECI is for propellers with the suffix letter "E" at the end of the hub serial number. Perform the ECI's in accordance with Hartzell Propeller Inc. Service Bulletin (SB) No. HC-SB-61-227, Revision 2, dated May 8, 2000, as follows:

(1) For propellers previously inspected visually in accordance with AD 90-02-23, perform the initial ECI within 50 hours time-in-service (TIS) since the last visual inspection. For all other applicable propellers, perform the initial ECI within 50 hours TIS after the effective date of this AD.

(i) Prior to further flight, remove from service cracked propeller hubs and replace with a serviceable part.

(ii) If no cracks are found, then permanently mark the end of the hub serial number with the suffix letter "E" in accordance with Hartzell Propeller Inc. SB No. HC-SB-61-227, Revision 2, dated May 8, 2000.

(2) Thereafter, perform the repetitive ECI at intervals not to exceed 150 hours TIS since last . Prior to further flight, remove from service cracked propeller hubs and replace with a serviceable part.

Hub Replacement

(b) Propellers with serial numbers DN3607A, DN3609A, DN3613A, DN3615A, DN3628A, DN3630A, DN3641A, DN3940A, DN3944A, DN3949A, and DN3962A are to be removed from service and replaced with serviceable parts at next overhaul but not to exceed 1,000 hours TIS or 72 months, whichever comes first, after the effective date of this AD and in accordance with Hartzell Propeller Inc. SB No. HC-SB-61-227, Revision 2, dated May 8, 2000.

(c) Propellers with the suffix "A" at the end of the serial number, excluding serial numbers, DN3607A, DN3609A, DN3613A, DN3615A, DN3628A, DN3630A, DN3641A, DN3940A, DN3944A, DN3949A, and DN3962A, are to be replaced in accordance with Hartzell Propeller Inc. Service Bulletin (SB) No. HC-SB-61-227, Revision 2, dated May 8, 2000, as follows:

(1) Propeller hubs on aircraft that have been used for agricultural operations are to be removed from service and replaced with serviceable parts at next overhaul but not to exceed 2,000 irs time-in-service (TIS) or 36 months, whichever comes first, after the effective date of this AD.

(2) Propeller hubs on aircraft certified in the acrobatic category are to be removed from service and replaced with serviceable parts at next overhaul but not to exceed 1,000 hours TIS or 72 months, whichever comes first, after the effective date of this AD.

(3) Propeller hubs installed on Piper PA-32 series aircraft with Textron Lycoming 540 series engines that are rated at 300 HP or higher, or installed on Pilatus Britten Norman or Britten Norman BN-2 series aircraft (also known as Islander or Trislander) with Textron Lycoming 540 series engines, are to be removed from service and replaced with serviceable parts at next overhaul but not to exceed 2,000 hours TIS or 72 months, whichever comes first, after the effective date of this AD.

(d) A propeller hub from an aircraft that is identified in the applicability section of this AD may not be removed and reused on an aircraft for which this AD is not applicable.

Terminating Action

(e) Replacement of an affected propeller hub with a Hartzell propeller hub model with the serial number suffix letter "B" constitutes terminating action for the initial and repetitive inspection requirements of paragraph (a) of this AD. The hub replacement must be performed in accordance h Hartzell Propeller Inc. SB No. HC-SB-61-227, Revision 2, dated May 8, 2000.

Alternative Methods of Compliance

(f) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Aircraft Certification Office. Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

Special Flight Permits

(g) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the inspection requirements of this AD can be accomplished.

Incorporation by Reference

(h) The inspection and replacement must be done in accordance with Hartzell Propeller Inc. SB No. HC-SB-61-227, Revision 2, dated May 8, 2000. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Hartzell Propeller Inc., Product Support Department, One Propeller Place, Piqua, OH 45356; telephone: (937) 778-4379, fax: (937) 778-4391. Copies may be inspected, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date of This AD

(i) This amendment becomes effective on December 24, 2001.

Issued in Burlington, Massachusetts, on November 7, 2001.

Donald E. Plouffe,

Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 01-28689 Filed 11-16-01; 8:45 am]
BILLING CODE 4910-13-P

LUFTFARTSTILSYNET
1. TILSYNSAVDELING
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 24

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2002-045 KONTROLL FOR UTMATTINGSSPREKKER I "BLADE SHANK RADIUS"

Påbudet gjelder:

Hartzell Propeller Inc. Y-shank propeller som beskrevet i vedlagte kopi av FAA AD 2002-09-08.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2002-09-08.

Anm.: Denne LDP erstatter og opphever LDP 55/77.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2002-09-08, med virkning fra denne LDP`s gyldighetsdato.

Referanse:

FAA AD 2002-09-08.

Gyldighetsdato:

2002-06-25.

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation Administration

We post ADs on the internet at "www.airweb.faa.gov/rgl"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2002-09-08 Hartzell Propellers, Inc.: Amendment 39-12741. Docket No. 2000-NE-08-AD. Supersedes AD 77-12-06R2, Amendment 39-3097.

Applicability

This airworthiness directive (AD) is applicable to Hartzell Propellers, Inc. Models ( )HC-( )( )Y( )-( )( )( ) compact series constant speed or feathering propellers with Hartzell manufactured "Y" shank blades. These propellers are used on but not limited to the following airplanes:

Aermacchi S.pA. (formerly Siai-Marchetti) S-208
Aero Commander 200B and 200D
Aerostar 600
Beech 24, 35, 36, 45, 55, 56TC, 58, 60, and 95
Bellanca 14 and 17 series
Cessna 182 and 188
Embraer EMB-200A
Maule M5
Mooney M20 and M22
Pilatus Britten Norman, or Britten Norman BN-2, BN-2A, and BN-2A-6
Piper PA-23, PA-24, PA-28, PA-30, PA-31, PA-32, PA-34, PA-36, and PA-39
Pitts S-1T and S-2A
Rockwell 112, 114, 200, 500, and 685 series

Note 1: This AD applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (e) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required as indicated, unless already done. Propeller maintenance records showing compliance with AD 77-12-06R2 is an indication that compliance was previously done.

To prevent failure of the propeller blade from fatigue cracks in the blade shank radius, which can result in damage to the airplane and loss of airplane control, do the following:

(a) Propellers are considered in compliance with the one-time inspection and rework requirements only, of this AD if:

(1) All blades are serial number D47534 and above, or

(2) All blades are identified with the letters "PR" or "R" or "SP-P" ink-stamped on the camber side, or the letters "SP", "RD" or "SP-P" metal-stamped on the blade butt.

Models ( )HC-( )( )Y( ) Compact Series "Y" Shank Propellers

(b) If propellers models ( )HC-( )( )Y( ) have not been inspected and reworked in accordance with AD 77-12-06R2, then before further flight, do a one-time action to remove, inspect, rework or replace blades if necessary in accordance with Hartzell Service Bulletin (SB) No.118A, dated February 15, 1977.

Note 2: One requirement in SB No. 118A is the cold rolling of the propeller blade shank. This is a critical requirement in the prevention of cracks in the blade. Propeller repair shops must obtain and maintain proper certification to perform the cold rolling procedure. For a current list of propeller overhaul facilities approved to perform the blade shank cold rolling procedure, contact Hartzell Product Support, telephone: (937) 778-4200. Not all propeller repair facilities have the equipment to properly perform a cold roll of the blade shanks. In addition, any rework in the blade shank area will also necessitate the cold rolling of the blade shank area, apart from the one-time cold rolling requirement of this AD.

Instrument Panel Modifications

(c) If airplanes with propeller models ( )HC-C2YK-( )( )( ) / ( )( )7666A-( ), installed on (undampered) 200 horsepower Lycoming IO-360 series engines, have not been modified in accordance with AD 77-12-06R2, then modify the airplane instrument panel according to the following subparagraphs before further flight. Airplanes include, but are not limited to, Mooney M20E and M20F (normal category), Piper PA-28R-200 (normal category), and Pitts S-1T and S-2A (acrobatic category).

(1) For normal category airplanes, before further flight, remove the present vibration placard and affix a new placard near the engine tachometer that states:

"Avoid continuous operation:

Between 2000 and 2350 rpm."

(2) For utility and acrobatic category airplanes, before further flight, remove the present vibration placard and affix a new placard near the engine tachometer that states:

"Avoid continuous operation:

Between 2000 and 2350 rpm.

Above 2600 rpm in acrobatic flight."

(3) For normal category airplanes, re-mark the engine tachometer face or bezel with a red arc for the restricted engine speed range, between 2000 and 2350 rpm.

(4) For acrobatic and utility airplanes, re-mark the engine tachometer face or bezel with a red arc for each restricted engine speed range, i.e., between 2000 and 2350 rpm and between 2600 and 2700 rpm (red line).

Models ( )HC-C2YK-( )( )( ) / ( )( )8475( )-( ) or ( )( )8477( )-( ) Propellers

(d) If propeller models ( )HC-C2YK-( )( )
( ) / ( )( )8475( )-( ) or ( )( )8477( )-( ) have not been inspected and reworked in accordance with AD 74-15-02, then do the following maintenance before further flight.

(1) Remove propeller from airplane.

(2) Modify pitch change mechanism, and replace blades with equivalent model blades prefixed with letter "F" in accordance with Hartzell Service Letter No. 69, dated November 30, 1971 and Hartzell SB No. 101D, dated December 19, 1974.

(3) Inspect and repair or replace, if necessary, in accordance with Hartzell SB No. 118A, dated February 15, 1977.

Alternative Methods of Compliance

(e) Alternative methods of compliance to Hartzell Service Bulletin No. 118A are Hartzell Service Bulletin No.'s 118B, 118C, 118D, and Hartzell Manual 133C. Alternative method of compliance to Hartzell SB No. 101D is Hartzell Manual 133C. No adjustment in the compliance time is allowed. Any requests for an alternative method of compliance that provides an acceptable level of safety may be used if approved by the Manager, Chicago Aircraft Certification Office (ACO). Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Manager, Chicago ACO.

Special Flight Permits

(f) Special flight permits may be issued in accordance with Secs. 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated By Reference

(g) The inspections must be done in accordance with the following Hartzell Propeller, Inc. service bulletins (SB's) and service letter (SL):

Document No.	Pages	Revision	Date
SB No. 101D Total pages: 2	All	D	December 19, 1974.
SB No. 118A Total pages: 16	All	A	February 15, 1977.
SL No. 69 Total pages: 2	All	1	November 30, 1971.

These incorporations by reference were approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Hartzell Propeller, Inc., One Propeller Place, Piqua, Ohio 45356-2634; telephone (937) 778-4200; fax (937) 778-4391. Copies may be inspected, by appointment, at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

Effective Date

(h) This amendment becomes effective on June 13, 2002.

Issued in Burlington, Massachusetts, on April 24, 2002.
Marc J. Bouthillier,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 02-11251 Filed 5-8-02; 8:45 am]
BILLING CODE 4910-13-P

LUFTFARTSTILSYNET
1. TILSYNSAVDELING
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 25

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2003-014 UTSKIFTING AV PROPELLER HUB

Påbudet gjelder:

Hartzell Propeller Inc. modell ( )HC-( )2Y( )-( )propeller som beskrevet i vedlagte kopi av FAA AD 2003-01-03.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2003-01-03.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2003-01-03, med virkning fra denne LDP`s gyldighetsdato.

Referanse:

FAA AD 2003-01-03.

Gyldighetsdato:

2003-02-26.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2003-01-03 Hartzell Propeller Inc.: Amendment 39-13014. Docket No. 2002-NE-25-AD.

Applicability

This airworthiness directive (AD) is applicable to Hartzell Propeller Inc. model ( )HC-( )2Y( )-( ) propellers, with propeller hub part numbers (P/N's) D-6522-1, D-6522-2, D-6529-1, and D-6559-3, with the serial numbers (SN's) listed in the following Table 1:

TABLE 1.—APPLICABLE PROPELLERS AND HUBS

Propeller SN	Hub SN	Hub P/N
AU11115B	A61365B	D–6522–1
AU11116B	A61366B	D–6522–1
AU11117B	A61367B	D–6522–1
AU11119B	A61369B	D–6522–1
AU11125B	A61375B	D–6522–1
AU11131B	A61381B	D–6522–1
AU11134B	A61384B	D–6522–1
AU11135B	A61385B	D–6522–1
AY515B	A61397B	D–6522–2
AY516B	A61398B	D–6522–2
CH36140B	A61409B	D–6529–1
CH36141B	A61410B	D–6529–1
CH36151B	A61420B	D–6529–1
CH36152B	A61421B	D–6529–1
CH36153B	A61422B	D–6529–1
CH36157B	A61427B	D–6529–1
EU376B	A61443B	D–6559–3
CH36172B	A61547B	D–6529–1
CH36159B	A61553B	D–6529–1
CH36160B	A61554B	D–6529–1
CH36162B	A61556B	D–6529–1
CH36163B	A61557B	D–6529–1
CH36165B	A61560B	D–6529–1
CH36188B	A61563B	D–6529–1
CH36193B	A61568B	D–6529–1
CH36194B	A61569B	D–6529–1
CH36195B	A61570B	D–6529–1

CH36196B	A61571B	D–6529–1
CH36178B	A61573B	D–6529–1
CH36179B	A61574B	D–6529–1
CH36181B	A61576B	D–6529–1
CH36182B	A61577B	D–6529–1
CH36183B	A61578B	D–6529–1
CH36198B	A61583B	D–6529–1
CH36199B	A61584B	D–6529–1
CH36200B	A61585B	D–6529–1
CH36201B	A61586B	D–6529–1
CH36202B	A61587B	D–6529–1
CH36203B	A61588B	D–6529–1
CH36204B	A61589B	D–6529–1
CH36205B	A61590B	D–6529–1
CH36209B	A61594B	D–6529–1
CH36211B	A61596B	D–6529–1
CH36212B	A61597B	D–6529–1
CH36213B	A61598B	D–6529–1
CH36215B	A61601B	D–6529–1
CH36216B	A61602B	D–6529–1
AU11145B	A61603B	D–6522–1
AU11147B	A61605B	D–6522–1
AU11155B	A61613B	D–6522–1
AY520B	A61743B	D–6522–2
AU11175B	A61893B	D–6522–1

These propellers are installed on, but not limited to the following:

AMERICAN CHAMPION 8GCBC, 8KCAB
AERMACCHI S.p.A. S.208, S.208A
BEECH 95 series
BELLANCA 14-19-3, 14-19-3A
CESSNA 170 series, 172 series, 175 series, 177, A188A, A188B, T188C, 310 series
IAMOND AIRCRAFT DA-40
LAKE (REVO) LA-4, LA-4-200
MAULE Aerospace Technology, Inc. M(T)-7-235( ), M-5-235C, M-6-235, M(X)-7-235
MOONEY M20 series
Pilatus BRITTEN-NORMAN LTD BN-2 series, MK III, MK III-2, MK III-3
PIPER PA-23, PA-23-160, PA-24, PA-24-260, PA-25-260,
PA-28-140, PA-32-300, PA-32S-300, PA-34-200, PA-44-180T
SOCATA–Groupe AEROSPATIALE MS-200, MS 894A, MS 894E, TB-20, TB-21
Sky International Inc (Husky) A-1, S-1T, S-2A, S-2S (previous owners were Christian Industries; Aviat, Inc.; White International, LTD.)
Univair Aircraft Corporation 108 series (previous owner was Stinson)
Vulcanair S.p.A. P68 series (previous owner was Partenavia Construzioni Aeronautiche S.p.A)

Note 1: The parentheses that appear in the propeller models indicate the presence or absence of additional letter(s) which vary the basic propeller hub model designation. This airworthiness directive is applicable regardless of whether these letters are present or absent on the propeller hub model designation.

Note 2: This AD applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required as indicated, unless already done.

To prevent in-flight propeller blade separation resulting in airframe and engine damage, and possible loss of the airplane, do the following:

(a) For Piper PA-32( ) series airplanes with Lycoming 540 series engines rated at 300 horse power or higher, Britten Norman BN-2 series airplanes with Lycoming 540 series engines, acrobatic airplanes including certificated acrobatic airplanes, military trainers, any airplanes routinely exposed to acrobatics usage, and airplanes used for agricultural purposes, remove affected hubs listed by SN in Table 1 of this AD within 50 hours time-since-new (TSN) or 12 months from the effective date of this AD, whichever occurs first, and replace with serviceable hubs, in accordance with paragraphs 3.A. through 3.B.(3) of ASB HC-ASB-61-259, dated September 4, 2002.

(b) For airplanes other than those listed in paragraph (a) of this AD, remove affected hubs listed by SN in Table 1 of this AD within 100 hours TSN or 12 months from the effective date of this AD, whichever occurs first, and replace with serviceable hubs, in accordance with paragraphs 3.A. through 3.B.(3) of ASB HC-ASB-61-259, dated September 4, 2002.

(c) After the effective date of this AD, do not install any propeller assembly that has a hub with a P/N D-6522-1, D-6522-2, D-6529-1, or D-6559-3, with a SN listed in Table 1 of this AD.

Alternative Methods of Compliance

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Aircraft Certification Office (ACO). Operators must submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago ACO.

Note 3: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago ACO.

Special Flight Permits

(e) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated by Reference

(f) The propeller hub replacements must be done in accordance with Alert Service Bulletin Hartzell Propeller Inc. HC-ASB-61-259, dated September 4, 2002. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(g) This amendment becomes effective on January 23, 2003.

Issued in Burlington, Massachusetts, on December 31, 2002.
Robert J. Ganley,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 03-226 Filed 1-7-03; 8:45 am]
BILLING CODE 4910-13-P

BLANK

LUFTFARTSTILSYNET
1. TILSYNSAVDELING
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 27

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2003-031 TKS (Aircraft De-icing) Ltd. ANTI-ICE BOOTS

Påbudet gjelder:

Hartzell Propeller Inc. alle modeller som beskrevet i vedlagte kopi av FAA AD 2003-06-02.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2003-06-02.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2003-06-02.

Referanse:

FAA AD 2003-06-02.

Gyldighetsdato:

2003-05-12.

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2003-06-02 Hartzell Propeller Inc.: Amendment 39-13089. Docket No. 2001-NE-47-AD.

Applicability: This airworthiness directive (AD) is applicable to Hartzell Propeller Inc. model HC-C2Y(K,R)-1BF/F8477-4 propellers with TKS (Aircraft De-icing) Ltd. anti-ice boots that were installed by SOCATA-Groupe AEROSPATIALE, the aircraft manufacturer, using TKS Ltd. Procedure P232, Specification for the Attachment of Propeller Overshoes. These propellers are installed on, but not limited to American Champion 8GCBC, Cessna 170 series, 172 series, 175 series, Piper PA-18 series, Sky International Inc. (Husky) A-1 (previous owners were Christen Industries; Aviat, Inc.; White International, LTD.), and SOCATA-Groupe AEROSPATIALE TB-20 and TB-21 airplanes.

Note 1: This AD applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Compliance with this AD is required as indicated, unless already done.

To prevent propeller blade separation, damage to the airplane, and possible loss of the airplane, do the following:

(a) For propellers that have been overhauled after the installation of TKS (Aircraft De-icing) Ltd. Anti-ice boots, and have had the anti-ice boots re-installed using Hartzell Manual 133C (ATA 61-13-33) "Aluminum Blade Overhaul", AS&T Procedure 4700INS, or other approved procedures (excluding TKS Procedure P232) no further action is required.

(b) For propellers that have had the anti-ice boots installed using the TKS Procedure P232, but have not had anti-ice boots re-installed using Hartzell Manual 133C (ATA 61-13-33) "Aluminum Blade Overhaul", AS&T Procedure 4700INS, or other approved procedures (excluding TKS Procedure P232), remove anti-ice boots, inspect and rework anti-ice boot areas of propeller blades, and install new anti-ice boots in accordance with paragraph 3 of the Accomplishment Instructions of Hartzell Propeller Inc. Alert Service Bulletin (ASB) HC-ASB-61-251, dated April 10, 2001 using the compliance schedule in Table 1 as follows:

TABLE 1.—COMPLIANCE SCHEDULE

For propellers with:	Replace anti-ice boots:
(1) Fewer than 500 hours time-in-service (TIS) and less than 3 years time-since-new (TSN).	Within 200 hours TIS from the effective date of this AD, not to exceed 600 hours TSN, or prior to accumulating 4 years TSN, whichever occurs first.
(2) Five hundred or more hours TIS, or 3 years or more TSN but less than 6 years TSN.	Within 100 hours TIS, or 1 year from the effective date of this AD, whichever occurs first.
(3) Six years or more TSN	Within 50 hours TIS, or within 6 months from the effective date of this AD, whichever occurs first.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Certification Office. Operators must submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Certification Office.

Special Flight Permits

(d) Special flight permits may be issued in accordance with §§ 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be done.

Documents That Have Been Incorporated by Reference

(e) The actions must be done in accordance with Hartzell Propeller Inc. Alert Service Bulletin HC-ASB-61-251, dated April 10, 2001. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391. Copies may be inspected at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Effective Date

(f) This amendment becomes effective on April 29, 2003.

Issued in Burlington, Massachusetts, on March 12, 2003.
Mark C. Fulmer,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 03-6676 Filed 3-24-03; 8:45 am]
BILLING CODE 4910-13-P

BLANK

LUFTFARTSTILSYNET
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 28

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2003-049 KONTROLL AV PROPELL PÅ GRUNN AV MANGLENDE VEDLIKEHOLD

Påbudet gjelder:

Hartzell Propeller Inc. alle modeller som beskrevet i vedlagte kopi av FAA AD 2003-13-17.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2003-13-17.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 2003-13-17.

Referanse:

FAA AD 2003-13-17.

Gyldighetsdato:

2003-08-18.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at "www.faa.gov"

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2003-13-17 Hartzell Propeller, Inc., McCauley Propeller Systems, Sensenich Propeller Manufacturing Company, Inc., and Raytheon Aircraft Company Propellers: Amendment 39-13219. Docket No. 2003-NE-13-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective July 18, 2003.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Hartzell Propeller, Inc., McCauley Propeller Systems, Sensenich Propeller Manufacturing Company, Inc., and Raytheon Aircraft Company (formerly Beech Aircraft Corporation) propellers returned to service by T and W Propellers, Inc. of Chino, CA, and that have a propeller hub serial number (SN) listed in Table 1 of this AD. Table 1 follows:

Table 1. Propeller Hub SNs by Manufacturer and Propeller Model

MFG	Propeller Model	Propeller Hub S/N	Number of Blades	Work Order Number	Work Order Date
Beech	278-204	7-2148	2	4077	30-Apr-02
Hartzell	HC-C2YK-1BF	1104	2	4003	14-Mar-02
	HC-E2YR-2RBS	385	2	2696	25-Apr-01
	HC-E2YR-2RBS	400	2	2695	25-Apr-01
	HC-92ZK-2B	453F	2	4160	19-Jun-02
	HC-12MV20-7B	6305	2	2837	11-Jul-01
	BHC-A2VF-1	7102	2	2903	26-Aug-01
	HC-92ZK-2B	837F	2	4161	19-Jun-02
	HC-A2V20-4A1	AK442	2	4259	15-Aug-02
	HC-A2V20-4A1	AK480	2	2664	04-Apr-01
	BHC-C2YF-1BF	AM3003	2	4166	21-Jun-02
	BHC-C2YF-2CLKUF	AN2991E	2	4219	26-Jul-02
	BHC-C2YF-2CKUF	AN4567E	2	4147	10-Jun-02
	BHC-C2YF-2CKUF	AN463E	2	3182	28-Feb-02
	BHC-C2YF-2CLUF	AN4698E	2	4146	10-Jun-02
	BHC-C2YF-2CKLUF	AN4967E	2	3183	28-Feb-02
	BHC-C2YF-2CLKUF	AN6260E	2	4155	18-Jun-02
	HC-C2YK-1BF	AN708	2	2823	02-Jul-01
	BHC-C2YF-2CUKF	AN884E	2	4218	26-Jul-02
	HC-C2YR-4CF	AU10811B	2	3149	06-Feb-02
	HC-C2YR-2CGUF	AU2106E	2	2586	07-Feb-01
	HC-C2YR-2CUF	AU221	2	2687	17-Apr-01
	HC-C2YR-2CGUF	AU2726E	2	4112	17-May-02
	HC-C2YR-2CGLUF	AU3241	2	2856	25-Jul-01
	HC-C2YR-2CUF	AU4554	2	2905	27-Aug-01
	HC-C2YR-2CLEUF	AU5660E	2	4075	24-Apr-02
	HC-C2YR-2CEUF	AU5762	2	2909	30-Aug-01
	HC-C2YR-2CLEUF	AU5899	2	2640	22-Mar-01

HC-C2YR-2CEUF	AU6242	2	3003	01-Nov-01
HC-C2YR-2CLEUF	AU6274	2	2910	30-Aug-01
HC-C2YR-2CLEUF	AU6920	2	3127	21-Jan-02
HC-C2YR-2CUF	AU7349	2	2688	17-Apr-01
HC-C2YR-2CUF	AU7449	2	2643	23-Mar-01
HC-C2YR-2CUF	AU779	2	2686	17-Apr-01
HC-C2YR-2CEUF	AU8144A	2	4156	18-Jun-02
HC-C2YL-1BF	AX982B	2	4355	25-Sep-02
HC-E2YR-2RBSF	BD2678	2	4070	24-Apr-02
HC-E2YL-2BS	BG2900	2	2545	27-Dec-00
HC-E2YL-2BSF	BG953	2	2544	27-Dec-00
HC-E2YR-2RBSF	BP1658E	2	3029	16-Nov-01
HC-E2YR-2RBSF	BP391	2	3073	19-Dec-01
HC-E2YR-2RBSF	BP3969E	2	4307	05-Sep-02
HC-E2YR-2RBSF	BP45E	2	3028	16-Nov-01
HC-E2YR-2RBSF	BP6524E	2	4309	15-Sep-02
HC-E2YR-2RBSF	BP6533E	2	4308	19-Sep-02
HC-E2YR-2RBSF	BP7822	2	3072	19-Dec-01
HC-E2YR-2RBSF	BP8161	2	4071	24-Apr-02
HC-C2YK-1BF	CH11057E	2	3093	07-Jan-02
HC-C2YK-1BF	CH12382E	2	4331	24-Sep-02
HC-C2YK-1BF	CH13146	2	2918	04-Sep-01
HC-C2YK-1BF	CH13164E	2	2685	11-Mar-02
HC-Y2R-1BF	CH13886E	2	4152	17-Jun-02
HC-C2YR-1BF	CH14557E	2	4389	12-Nov-02
HC-C2YK-1BF	CH14698E	2	4250	08-Aug-02
HC-C2YK-1B	CH14918	2	2693	24-Apr-01
HC-C2YR-1BF	CH15324E	2	4371	20-Oct-02
HC-C2YK-1BF	CH15549	2	2980	22-Oct-01
HC-C2YK-1BF	CH16548	2	2656	26-Mar-01
HC-C2YK-1BF	CH1832E	2	4031	02-Apr-01
HC-C2YR-1BF	CH20341	2	3074	24-Dec-01

HC-C2YR-1BF	CH21736	2	3000	30-Oct-01
HC-C2YR-1BF	CH22463E	2	4113	20-May-02
HC-C2YR-1BF	CH244481E	2	3145	05-Feb-02
HC-C2YK-1BF	CH24828E	2	4207	19-Jul-02
HC-C2YK-1BF	CH25304E	2	4261	16-Aug-02
HC-C2YK-1BF	CH25818E	2	4009	18-Mar-02
HC-C2YK-1BF	CH27682	2	3054	10-Dec-01
HC-C2YK-1B	CH2800	2	2829	05-Jul-01
HC-C2YK-1BF	CH2829	2	2825	03-Jul-01
HC-C2YK-1BF	CH28344	2	2673	10-Apr-01
HC-C2YR-1BF	CH29648	2	2593	09-Feb-01
HC-C2YK-1BF	CH2993	2	2644	26-Mar-01
HC-C2YK-1BF	CH3259	2	3060	11-Dec-01
HC-C2YR-1BF	CH35413B	2	3080	03-Jan-02
HC-C2YR-1BF	CH35525B	2	3089	07-Jan-02
HC-C2YK-1BF	CH35587B	2	3186	04-Mar-02
HC-C2YK-1BF	CH35737B	2	4017	25-Mar-02
HC-C2YK-1BF	CH4826E	2	4257	13-Aug-02
HC-C2YK-1BF	CH4891	2	2540	26-Dec-00
HC-C2YK-1BF	CH5827	2	3068	17-Dec-01
HC-C2YK-1BF	CH5868	2	2604	16-Feb-01
HC-C2YK-1BF	CH5953	2	2606	28-Feb-01
HC-C2YK-1B	CH6454E	2	4316	15-Sep-02
HC-C2YK-1B	CH7120	2	2546	02-Jan-01
HC-C2YK-1BF	CH8032	2	4110	17-May-02
HC-C2YR-1BF	CH9804E	2	4180	10-Jul-02
HC-F2YR-1F	CM1111A	2	2684	17-Apr-01
HC-F2YR-1F	CM413	2	2648	28-Mar-01
HC-F2YR-1F	CM610	2	3038	28-Nov-01
HC-F2YR-1F	CM713E	2	4266	20-Aug-02
HC-F2YR-1F	CM952	2	2595	20-Feb-01
HC-E2YR-1BF	DK1067E	2	4337	30-Sep-02

HC-E2YR-1BF	DK1244E	2	4233	31-Jul-02
HC-E2YR-1BF	DK1812A	2	4235	02-Aug-02
HC-C2YR-2CLEUF	DN1287E	2	2982	22-Oct-01
HC-C2YR-4AF	DN3795	2	2959	01-Oct-01
HC-C2YK-1BF	DW317	2	3015	12-Nov-01
HC-M2YR-1BF	EN364E	2	4375	30-Oct-02
HC-M2YR-1BF	EN67	2	2833	10-Jul-01
HC-F2YL-1F	EU7	2	4128	28-May-02
HC-82VF-2B	F1626N	2	2742	18-May-01
HC-82VF-2B	F589	2	2741	18-May-01
HC-M2YR-2CEUF	FB191	2	3061	11-Dec-01
HC-M2YR-2CLEUF	FB199	2	4354	08-Oct-02
HC-M2YR-2CLEUF	FB44	2	2819	28-Jun-01
HC-M2YR-2CLEUF	FB44	2	4391	14-Nov-02
HC-M2YR-1BF	FB69	2	2683	16-Apr-01
HC-M2YR-2CEUF	FB695	2	2543	27-Dec-00
HC-F2YL-2UF	FE149	2	2560	29-Jan-01
HC-F2YL-2UF	FE171	2	2559	29-Jan-01
HC-C2YR-1B	HC4788E	2	4311	05-Sep-02
HC-A2VK-1	J1576	2	2557	08-Jan-01
HC-A2VK-1	J1665	2	4399	19-Nov-02
HC-12V20-7B	P563N	2	3006	05-Nov-01
HC-82VF-1DB	T2527N	2	2862	27-Aug-01
HC-92VF-1	T3299N	2	2790	13-Jun-01
HC-A2VF-2	Y270	2	3039	29-Nov-01
HC-B3R30-2E	AB1930	3	3087	05-Jan-02
HC-B3R30-2E	BB145	3	3086	05-Jan-02
PHC-A3VF-4	BL115	3	4406	26-Nov-02
HC-A3VF-7B	BR802	3	4224	22-Jul-02
PHC-A3VF-4	BR808	3	3049	05-Dec-01
HC-B3TN-3B	BU16047	3	4317	05-Sep-02
HC-B3TN-3B	BU18742	3	4318	05-Sep-02

	HC-B3TN-3D	BUA24344	3	2680	16-Apr-01
	HC-B3TN-2B	BUA24927	3	2985	23-Oct-01
	HC-B3TN-5	BV957	3	2894	20-Aug-01
	HC-B3TN-5FL	BVA7395	3	2679	16-Apr-01
	HC-B3TN-5FL	BVA7497	3	2883	16-Aug-01
	HC-B3TN-5G	BVA7719	3	2901	24-Aug-01
	HC-B3TH-5FL	BVA7759	3	2890	16-Aug-01
	HC-B3TN-5FL	BVA8025	3	4299	04-Sep-02
	HC-C3YR-2UF	CK4851B	3	3021	14-Nov-01
	HC-83V20-2C1	D1380N	3	4049	09-Apr-02
	HC-F3YR-2UF	DA1308	3	2773	06-Jun-01
	HC-F3YR-2UF	DA1332	3	2772	06-Jun-01
	HC-C3YN-2LAUF	DG286	3	4345	02-Oct-02
	HC-C3YN-2LAUF	DG287	3	4345	02-Oct-02
	HC-E3YR-2ATF	DJ10391A	3	4296	03-Sep-02
	HC-E3YR-2ALTF	DJ10394A	3	4297	03-Sep-02
	HC-C3YR-1RF	DY1222	3	4066	16-Apr-02
	PHC-J3YF-2UF	ED1453	3	3017	12-Nov-01
	PHC-J3YF-2UF	ED3055	3	3196	11-Mar-02
	PHC-C3YF-112F	EE1286	3	2936	17-Sep-01
	PHC-C3YF-1RF	EE267	3	4181	03-Jul-02
	PHC-C3YF-1RF	EE89	3	4124	28-May-02
	PHC-L3YF-1RF	FD99A	3	4241	05-Aug-01
	EHC-G3YF-2UF	FJ102	3	4041	04-Apr-02
	EHC-G3YF-2UF	FJ136	3	4040	04-Apr-02
	HC-E3YR-112F	FM1352B	3	4278	15-Jul-02
	HC-B4TN-5HL	E74186	4	2633	20-Mar-01
McCauley	D2A34C58-0	791088	2	2949	26-Sep-01
	B2D34C207-A	804515	2	3048	05-Dec-01
	B2D34C220-B	860844	2	3022	14-Nov-01
	B2D34C207	7910990	2	4262	15-Aug-02
	B2D37C224-B	000387	2	4199	15-Jul-02

41D5926	19627	2	2552	08-Jan-00
2A36C29-AG	59927	2	3097	08-Jan-02
2A36C29-A6	601636	2	4283	28-Aug-02
2AF36C89	61102	2	2744	18-May-01
D2AF36C48-CB	622090	2	2589	09-Feb-01
D2AF36C48-CB	622724	2	2590	09-Feb-01
2A36C23-CPEG	642372	2	2602	23-Feb-01
2A36C23-CPEG	643488	2	2743	18-May-01
2A36C23-D-CEG	653697	2	2676	11-Apr-01
D2AF34C61-XMO	662056	2	2929	10-Sep-01
2A36C23-CPG	666963	2	2555	08-Jan-01
2A34C66-CMNP	673620	2	4386	08-Nov-02
2A34C201-C	696643	2	3023	16-Nov-01
2D34C202	696932	2	2785	12-Jun-01
2A34C66-LMP	697081	2	4302	04-Sep-02
D2AF34C59-NP	698044	2	2989	24-Oct-01
2A34C66-NP	702791	2	2562	29-Jan-01
2AF34C55-NO	703122	2	2607	01-Mar-01
D2AF34C302	704356	2	3034	21-Nov-01
D2A34C58-NO	712830	2	3024	15-Nov-01
2A34C66-NOP	714193	2	2852	23-Jul-01
D2A34C58-NO	714368	2	2880	14-Aug-01
B2D34C208	715634	2	2563	02-Feb-01
2A34C66-NOP	720394	2	2647	28-Mar-01
2A34C66-NP	720799	2	3013	09-Nov-01
2A34C203-C	722149	2	2601	23-Feb-01
2A34C201-C	732285	2	2572	02-Feb-01
2A34C66-NP	734925	2	2892	20-Aug-01
D2AF34C54-NP	736511	2	2889	17-Aug-01
2A36C23-P-E6	738679	2	2705	01-May-01
2A34C66-NP	741202	2	4016	25-Mar-02
2A34C203-C	746751	2	2779	07-Jun-01

D2AF34C306	747857	2	4363	22-Oct-02
2A34C203-C	748419	2	2968	10-Oct-01
2A34C203-C	750668	2	2888	17-Aug-01
2A34C203-C	752018	2	4194	12-Jul-02
D2AF34C303-A	752971	2	2635	19-Mar-01
2A34C66-NP	753264	2	4076	29-Apr-02
2A34C203-C	756299	2	2600	23-Feb-01
2A34C203-C	757569	2	3144	05-Feb-02
B2D34C211	760569	2	4369	26-Oct-02
2A34C201	762799	2	4065	22-Apr-02
2A34C201-C	764227	2	4225	29-Jul-02
2A34C203-C	765022	2	3100	10-Jan-02
B2D34C207	765394	2	2954	28-Sep-01
B2D34C207	767372	2	4223	29-Jul-01
B2D34C212	771038	2	4264	20-Aug-02
C2A34C204-C	772536	2	2806	25-Jun-01
B2D34C212	773467	2	2913	29-Aug-01
2A34C201-C	776485	2	4315	05-Sep-02
B2D34C214	778701	2	2943	22-Sep-01
2A34C66-NP	7810001	2	2691	20-Apr-01
D2AF34C81-O	782537	2	3053	07-Dec-01
B2D34C214	783413	2	2591	12-Feb-01
B2D34C214	783690	2	2832	09-Jul-01
2A34C66-NP	783769	2	3031	19-Nov-01
2A34C216	786531	2	4188	09-Jul-02
D2AF34C307-A	786553	2	4364	22-Oct-02
B2D34C214	787223	2	4084	02-May-02
B2D34C214	787451	2	3132	30-Jan-02
2A34C66-NP	791699	2	2902	26-Aug-01
D2A34C58-0	795621	2	4099	01-May-02
B2D34C220	799931	2	2735	17-May-01
B2D34C220-B	804080	2	2573	05-Feb-01

B2D34C214-A	806619	2	2621	12-Mar-01
2A34C216	807039	2	2955	28-Sep-01
2A34C50-P	810564	2	4203	17-Jul-02
B2D34C214-A	811752	2	2782	11-Jun-01
B2D34C220	812718	2	3120	18-Jan-02
B2D34C214-A	815034	2	2778	07-Jun-01
B2D34C220	815405	2	3101	10-Jan-02
B2D34C220	821006	2	2851	20-Jul-01
B2D34C220-B	822357	2	3137	31-Jan-02
2A34C66-NP	822643	2	4144	10-Jun-02
B2D34C220-B	822736	2	4097	10-May-02
C2A34C204-C	832092	2	3148	06-Feb-02
D2AF34C307-B	851157	2	4373	29-Oct-02
2A34C203-C	891683	2	4270	21-Aug-02
B2334C53-0	900357	2	3169	18-Feb-02
2A36C23-D-G	900959	2	2977	19-Oct-01
2A34C203-C	902086	2	3185	04-Mar-02
B2D34C214	902215	2	3197	12-Mar-02
2A36C23-DG	912711	2	2582	08-Feb-01
2A34C203-B	921416	2	4236	01-Aug-02
B2D34C220-B	930262	2	4108	16-May-02
C2A34C204-C	930476	2	4202	16-Jul-02
D2AF34C81-O	962316	2	3052	07-Dec-01
D3A32C411-C	91220	3	2824	02-Jul-01
3AF32C75-NR	704725	3	2846	16-Jul-01
3PF32C501-A	812753	3	4145	10-Jun-02
3A32C406-B	814842	3	2956	28-Sep-01
3A32C406-B	821868	3	2752	23-May-01
3A32C406	922028	3	2689	18-Apr-01
3AF32C512-C	020337	3	4395	15-Nov-02
D3A32C88-ALMR	68433	3	2774	06-Jun-01
3AF34C92-K	693112	3	2536	21-Dec-00

D3A32C88-LMR	700753	3	2581	07-Feb-01
D3A32C90-MLKN	703346	3	3070	17-Dec-01
D3A32C88-MR	712006	3	4306	05-Sep-02
3AF32C93-NR	712262	3	3007	09-Nov-01
3AF34C92-NPR	725401	3	4253	09-Aug-02
3A32C76-SMR	726830	3	3115	25-Mar-02
D3A32C77-MR	727923	3	2712	01-May-01
3AF32C72-NR	732813	3	2841	12-Jul-01
3AF34C92-PR	732844	3	4366	15-Oct-02
3AF32C75-NR	739402	3	2847	16-Jul-01
3AF32C87-NR	739554	3	2554	08-Jan-01
D3A32C90-MN	761217	3	3190	06-Mar-02
3A32C76-SMR	763448	3	2821	29-Jun-01
D3A32C88-MR	764369	3	2974	16-Oct-01
D3A34C402	765820	3	2930	10-Sep-01
D3A34C402-B	769212	3	4217	26-Jul-02
3AF34C92-NPR	770540	3	2928	10-Sep-01
3AF32C87-NR	7710126	3	2553	05-Jan-01
3A32C76-SMR	772030	3	2641	23-Mar-01
D3A34C403	777494	3	2944	24-Sep-01
3AF32C87-NIR	778133	3	4004	13-Mar-02
3AF32C87-NR	780701	3	2566	01-Feb-01
D3A34C402	783312	3	3116	17-Jan-02
D3A34C402	783736	3	2715	02-May-01
3AF34C92-NPR	783751	3	4252	09-Aug-02
3AF32C87-NIR	788970	3	4039	03-Apr-02
3AF32C93-NR	789159	3	4277	26-Aug-02
3AF32C93-NR	789159	3	3008	09-Nov-01
D3A34C403	790582	3	4096	09-May-02
3A32C76-SMR	7910885	3	4085	02-May-02
3A32C76-SMR	791330	3	3042	03-Nov-01
D3A34C402	792767	3	4244	05-Nov-02

3A32C76-SMR	793937	3	3103	12-Sep-01
3A32C76-UMR	794268	3	2868	31-Jul-01
D3A34C404-C	794365	3	4402	22-Nov-02
D3A34C402-B	794599	3	3035	31-Oct-01
3AF32C87-NR	794951	3	2876	10-Aug-01
3A32C76-UMR	795657	3	2799	20-Jun-01
3AF32C87-NR	795913	3	2984	23-Oct-01
D3A34C402	796810	3	3123	21-Jan-02
3A32C76-UMR	797065	3	2701	27-Apr-01
3A32C76-SMR	801913	3	4238	02-Aug-02
D3A34C402-B	802285	3	2732	14-May-01
D3A34C402	811314	3	4365	24-Oct-02
D3A34C402	811314	3	4365	30-Dec-02
3FF32C501-A	812626	3	3064	14-Dec-01
3FF32C501-A	812685	3	3065	14-Dec-01
3A32C76-SMR	813109	3	4048	09-Apr-02
3AF34C92-PR	813549	3	2629	14-Mar-01
3AF32C87-NR	814072	3	2965	08-Oct-01
3A32C406-B	821336	3	2797	19-Jun-01
3A32C406-B	821659	3	4163	20-Jun-02
3A32C406-B	821864	3	4059	16-Apr-02
D3A34C402-B	822071	3	4131	30-May-02
3AF34C92-PR	851435	3	4367	25-Oct-02
3A32C409	860038	3	2723	08-May-01
3AF32C504-B	861373	3	2983	23-Oct-01
D3A32C409-C	890285	3	2858	25-Jul-01
3A32C406-C	891080	3	4394	15-Nov-02
3AF32C505-B	891968	3	2997	30-Oct-01
3AF32C512-C	901517	3	4393	14-Nov-02
3AF32C512-C	901523	3	4392	14-Nov-02
C3D36C415-C	901743	3	2598	27-Feb-01
3AF32C504-C	910236	3	2964	08-Oct-01

3A32C406-C	910908	3	4401	20-Nov-02
3A32C406-C	921717	3	2551	05-Jan-01
D3A32C409-C	922374	3	2639	31-Mar-01
D3A32C409-C	932027	3	3010	09-Nov-01
3AF34C92-R	932083	3	2653	29-Mar-01
3AF34C92-K	932104	3	2654	29-Mar-01
D3A34C402-C	932139	3	4204	18-Jul-02
3AF32C515	961848	3	4028	01-Apr-02
3AF32C515	961855	3	4029	01-Apr-02
B3D32C417-C	961934	3	4313	09-Sep-02
3AF32C512-C	971389	3	4183	05-Jul-02
3AF32C512-C	971569	3	4182	05-Jul-02
D3A34C402-C	980569	3	2605	27-Feb-01
D3A34C404-C	982779	3	4353	08-Oct-02
1C160/DTM7557	728381	Fixed pitch	2975	17-Oct-01
1C160/DTM7553	734129	Fixed pitch	2549	03-Jan-01
1B90/CM7044	26224	Fixed pitch	2758	29-May-01
1B90/CM7154	32697	Fixed pitch	2757	24-May-01
1A170/DM7651	61112	Fixed pitch	4164	20-Jun-02
1A170/DM7651	62877	Fixed pitch	4098	10-May-02
1A170/DM7653	63366	Fixed pitch	3081	02-Jan-02
1A175/FC8467	66725	Fixed pitch	2734	15-May-01
1C172/EM7654	70354	Fixed pitch	2756	23-May-01
1C172/EM7552	70649	Fixed pitch	2717	04-May-01
1C160/CTM7554	710178	Fixed pitch	2623	12-Mar-01
1C160/CTM7553	710495	Fixed pitch	3090	07-Jan-02
1C160/CTM7553	721463	Fixed pitch	4300	14-Sep-02
1C160/CTM7557	725675	Fixed pitch	2804	22-Jun-01
1C160/CTM7557	725685	Fixed pitch	2737	17-May-01
1C160/DTM7553	726476	Fixed pitch	2731	14-May-01
1C160/DTM7557M1	729559	Fixed pitch	2713	01-May-01
1C160/DTM7555	729858	Fixed pitch	4037	02-Apr-02

1C160/DTM7557	730646	Fixed pitch	4104	15-May-02
1C160/DTM7557M1	733907	Fixed pitch	2580	06-Feb-01
1C160/DTM7557M1	734350	Fixed pitch	4379	31-Oct-02
1C160/DTM7557M1	735796	Fixed pitch	2784	11-Jun-01
1C160/DTM7557M1	735893	Fixed pitch	2583	07-Feb-01
1A103/TCM6958	770810	Fixed pitch	2850	20-Jul-01
1A103/TCM6958	772113	Fixed pitch	2776	06-Jun-01
1A103/TCM6958	773931	Fixed pitch	4276	23-Aug-02
1A103/TCM6958	775216	Fixed pitch	3170	19-Feb-02
1A103/TCM6958	775787	Fixed pitch	2667	05-Apr-01
1A103/TCM6958	776415	Fixed pitch	2740	18-May-01
1A103/TCM6958	776670	Fixed pitch	4122	28-May-02
1C160/DTM7557M1	82161	Fixed pitch	4213	24-Jul-02
1C160/DTM7557M1	BL193	Fixed pitch	2814	27-Jun-01
1C160/DTM7557M1	CC042	Fixed pitch	2599	25-Feb-01
1C160/DTM7557M1	CK208	Fixed pitch	2775	06-Jun-01
1A103/TCM6958	DG020	Fixed pitch	2853	24-Jul-01
1C172/MTM7453	E10939	Fixed pitch	4378	31-Oct-02
1C172/MTM7653	E13563	Fixed pitch	4407	27-Nov-02
1C172/SBTM7359	E17057	Fixed pitch	2625	14-Mar-01
1C172/TM7653	E8301	Fixed pitch	3164	16-Feb-01
1A100/MCM6950	F3506	Fixed pitch	4154	18-Jun-02
1A100/MCM6950	F5414	Fixed pitch	2567	02-Feb-01
1A100/MCM6952	F726	Fixed pitch	4024	01-Apr-02
1A101/HCM6948	G11294	Fixed pitch	2570	02-Feb-01
1A102/OCM6948	K20061	Fixed pitch	2665	04-Apr-01
1A103/TCM6958	KK036	Fixed pitch	4109	17-May-02
1A170/BMS7660	LA044	Fixed pitch	4008	18-Mar-02
1C160/DTM7557M1	MK010	Fixed pitch	2699	25-Apr-01
1A103/TCM6958	NA012	Fixed pitch	2663	20-Apr-01
1A170/EFA7553	P76815	Fixed pitch	2878	13-Aug-01
1C172/MDM7653	P79270	Fixed pitch	4081	02-May-02

	1A170/FFA7563	P80498	Fixed pitch	4240	05-Aug-02
	1A103/TCM6958	PEJ039	Fixed pitch	4126	27-May-02
	1A103/TCM6958	PR775211	Fixed pitch	2786	12-Jun-01
	1C235/LFA7570	QF016	Fixed pitch	4184	08-Jul-00
	1C235/LFA7570	QK008	Fixed pitch	2973	15-Oct-01
	1A103/TCM6958	R771635	Fixed pitch	4087	06-May-02
	1A103/TCM6958	R771922	Fixed pitch	2634	19-Mar-01
	1A103/TCM6958	R772681	Fixed pitch	2879	14-Aug-01
	1A103/TCM6958	R773668	Fixed pitch	2840	12-Jul-01
	1A103/TCM6958	R774213	Fixed pitch	4044	08-Apr-02
	1A103/TCM6958	R774509	Fixed pitch	2803	21-Jun-01
	1A103/TCM6958	R774950	Fixed pitch	2844	09-Jul-01
	1A103/TCM6958	R775395	Fixed pitch	2842	12-Jul-01
	1A103/TCM6958	R776149	Fixed pitch	2759	29-May-01
	1A103/TCM6958	R776150	Fixed pitch	4265	20-Aug-02
	1A103/TCM6958	RG038	Fixed pitch	2657	30-Mar-01
	1A103/TCM6958	RGA026	Fixed pitch	2769	05-Jun-01
	1A103/TCM6958	RP773661	Fixed pitch	4281	27-Aug-02
	1A103/TCM6958	RP774339	Fixed pitch	4282	27-Aug-02
Sensenich	76EM8S5-0-60	11495K	Fixed pitch	4106	16-May-02
	76EM8S5-0-62	12489K	Fixed pitch	2603	26-Feb-01
	76EM8S5-0-60	14861K	Fixed pitch	3121	19-Jan-02
	76EM8S5-0-60	15777K	Fixed pitch	4205	26-Jun-01
	76EM8S510-0-63	18122K	Fixed pitch	4239	17-Jul-02
	M74DM6-0-56	18893	Fixed pitch	2597	21-Feb-01
	76EM8S5-0-60	19209K	Fixed pitch	4014	20-Mar-02
	76EM8S5-0-60	20605K	Fixed pitch	2565	31-Jan-01
	76EM8-0-60	23378K	Fixed pitch	4001	13-Mar-02
	76AM6-2-50	23553	Fixed pitch	4404	25-Nov-02
	76EM8S5-0-60	25510K	Fixed pitch	4170	26-Jun-02
	76EM8S10-0-62	26282K	Fixed pitch	3018	12-Nov-01
	76EM8S14-0-60	26431K	Fixed pitch	2703	30-Apr-01

76EM8S5-0-62	26714K	Fixed pitch	2791	13-Jun-01
76EM8S10-0-62	27114K	Fixed pitch	2867	01-Aug-01
76EM8S5-0-62	27651K	Fixed pitch	4007	15-Mar-02
76EM8S14-0-60	28769K	Fixed pitch	4149	11-Jun-02
76EM8S5-0-60	30364K	Fixed pitch	2767	04-Jun-01
76EM8-0-60	41649K	Fixed pitch	2939	18-Sep-01
74DM6-0-56	A43974	Fixed pitch	2745	21-May-01
74DM6-0-58	A44432	Fixed pitch	4129	30-May-02
74DM6-0-60	A45853	Fixed pitch	4200	16-Jul-02
74DM6-0-60	A47606	Fixed pitch	4139	05-Jun-02
74DM6-0-60	A48300	Fixed pitch	2592	09-Feb-01
74DM6-2-64	A51317	Fixed pitch	2666	04-Apr-01
M69CK-0-52	K1150	Fixed pitch	4209	22-Jul-02
M74DM-0-56	K12256	Fixed pitch	4072	24-Apr-02
72CKS12-0-52	K3278	Fixed pitch	2914	30-Aug-01
74DM6-0-58	K33644	Fixed pitch	2845	16-Jul-01
74DM6S5-0-54	K34229	Fixed pitch	4091	08-May-02
74DM6-2-62	K36552	Fixed pitch	3002	01-Nov-01
74DM6S5-0-54	K37994	Fixed pitch	4320	10-Sep-02
74DM6-0-58	K39012	Fixed pitch	4107	16-May-02
69CKS12-0-50L	K6518	Fixed pitch	2561	29-Jan-01
M74DM-0-58	K6931	Fixed pitch	4132	25-May-02

Unsafe Condition

(d) This AD is prompted by the results of a National Transportation Safety Board (NTSB) investigation of a failed propeller blade and subsequent inspections of various propeller models returned to service by T and W Propellers, Inc. We are issuing this AD to detect unsafe conditions that could result in separation of a propeller blade and loss of control of the airplane.

Compliance

(e) If you have not already performed the actions required by this AD, you must perform the actions within the compliance times specified in this AD.

Required Actions

(f) For propellers listed in Table 1 of this AD, that have been overhauled since being returned to service by T and W Propellers, Inc by an authorized repair station other than T and W Propellers, Inc., no further action is required.

Propellers With Fewer Than 10 Hours Time-in-Service (TIS) Since Return to Service

(g) Before further flight, perform the actions specified in paragraph (h) of this AD on propellers listed in Table 1 of this AD, that have fewer than 10 hours time-in-service (TIS) since return to service by T and W Propellers, Inc. You can find information on performing the actions in the applicable propeller manufacturer's service documentation.

(h) Perform the following actions:
(1) Disassemble,
(2) Clean,
(3) Inspect for the following:
(i) Cracks,
(ii) Corrosion,
(iii) Nicks,
(iv) Scratches,
(v) Blade minimum dimensions,
(vi) Chemical conversion coat or paint or both applied over corrosion,
(vii) Lack of chemical conversion coating,
(viii) Lack of paint on internal surfaces,
(ix) Bolts incorrectly torqued,
(x) Incorrect parts,
(xi) Incorrect installation of parts,
(xii) Reinstallation of parts intended for one-time use, and
(xiii) Lack of proper shot peening.
(4) Repair and replace with serviceable parts, as necessary,
(5) Reassemble and test.

Propellers With 10 Hours or More TIS Since Return to Service

(i) Within 10 hours TIS after the effective date of this AD or one year after the effective date of this AD, whichever is earlier, perform the actions specified in paragraph (h) of this AD on propellers listed in Table 1 of this AD, that have 10 hours or more TIS since return to service by T and W Propellers, Inc. You can find information on performing the actions in the applicable propeller manufacturer's service documentation.

Required Actions Before Installation

(j) After the effective date of this AD, do not install any propeller that has a SN listed in Table 1 of this AD returned to service by T and W Propellers, Inc. unless you have performed paragraph (h) of this AD on the propeller.

Alternative Methods of Compliance (AMOCs)

(k) You must request AMOCs as specified in 14 CFR 39.19. All AMOCs must be approved by the Manager, Chicago Aircraft Certification Office, FAA.

Special Flight Permits

(l) We will not issue special flight permits for propellers with fewer than 10 hours TIS since return to service by T and W Propellers, Inc.

Material Incorporated by Reference

(m) None.

Related Information

(n) The applicable propeller manufacturer's service documents contain instructions for performing the required overhaul actions.

Issued in Burlington, Massachusetts, on June 26, 2003.
Francis A. Favara,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 03-16689 Filed 7-2-03; 8:45 am]
BILLING CODE 4910-13-P

LUFTFARTSTILSYNET
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 29

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2005-054 INSPEKSJON AV PROPELLER

Påbudet gjelder:

Hartzell Propeller Inc. Propellers, alle modeller som beskrevet i vedlagte kopi av FAA AD 2005-18-12.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2005-18-12.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD AD 2005-18-12 med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 2005-18-12.

Gyldighetsdato:

2005-11-01.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

AIRWORTHINESS DIRECTIVE

Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
Federal Aviation
Administration

We post ADs on the internet at www.faa.gov/aircraft/safety/alerts/

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference 14 CFR part 39, subpart 39.3).

2005-18-12 Hartzell Propeller Inc. Propellers: Amendment 39-14252. Docket No. FAA-2004-19955; Directorate Identifier. 2004-NE-17-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective October 14, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Hartzell propeller assemblies with hub model series specified in Table 1 of this AD. These propellers are installed on, but not limited to, the aircraft listed in Table 2 of this AD.

TABLE 1.—LIST OF APPLICABLE PROPELLER ASSEMBLIES BY HUB MODEL SERIES

HC–92W Hub Model Series
BHC–92W Hub Model Series
HC–92Z Hub Model Series
BHC–92Z Hub Model Series
HC–B3P Hub Model Series
HC–B3R Hub Model Series
HC–B3W Hub Model Series
BHC–B3W Hub Model Series
HA–B3Z Hub Model Series
HC–B3Z Hub Model Series

TABLE 2.—LIST OF AIRPLANES THAT MIGHT USE AN AFFECTED PROPELLER ASSEMBLY

Aircraft manufacturer	Aircraft model
AERMACCHI (AERONAUTICA MACCHI)	AM–3C
AERO COMMANDER	560–F680, 680E, 680F, 680FL, 680FLP, 720

Aircraft manufacturer	Aircraft model
AEROSPATIALE (MORANE SAULNIER)	733
\EROSTAR AIRCRAFT CORP.	360
AEROTEK II, INC. (CALLAIR)	B1A (CALLAIR)
AIR & SPACE	18, 18A
BEECH	18 SERIES
	C45
	35 SERIES
	A65, 65, 65–80, 65–A80, 65–B80, 65–88
	95, B95, B95A, D95A, E95
	70
	C18S [(C–45(A, F), UC–45(B, F), AT–7 (A, B, C), JRB–(1, 2, 3, 4),
	SNB–2(C)] C18S, AT–11
	C–45G,C–45H; TC–45G, H, J; RC–45J
	D18S,E18S, G18S, H18; 3N, 3NM, 3TM
	E50, F50, G50, H50, J50
BUSHMASTER AIRCRAFT CORP	BUSHMASTER 2000
:ESSNA	172
	175, 175A
	190, 195, A, B
	421, 421A
	A185E, A185F (SEAPLANES ONLY)
	T50
DE HAVILLAND CANADA	DHC–2 MKI
DORNIER	DO28D, DO28D–1
FOUND BROTHERS	100
	FBA–2C
GOODYEAR (LOCKHEED MARTIN)	GZ20, GZ20A
GRUMMAN (GULFSTREAM AERO.)	G44, G44A
GRUMMAN (MCKINNON)	G21A
HELIO	H–250
	H–295, HT–295 (U–10D)
	H–395 (L–28A, U–10B)
	H–500
ICA (ROMANIA)	IAR–831
JOBMASTER	DGA–15P
KWAD	SUPER–V
LAKE (REVO)	LA–4
LOCKHEED	12A
MESSERSCHMITT	207
MOONEY	M20A
NAVY	N3N–3
NORD	3400, 3402
PACIFIC AEROSPACE (FLETCHER)	FU–24, FU–24A
PIAGGIO	P–166B, C

Aircraft manufacturer	Aircraft model
PILATUS	PC–6/350; PC–6/350–H1, –H2
PIPER	PA–23
	PA–24
	PA–25
PROCAER	F15/B
REVO (COLONIAL)	C–2
SAAB	91D SAFIR
SCHWEIZER (GRUMMAN)	G–164
SIMMERING GRAZ PAUKER A.G	SGP222
SPARTON	7W
UTVA	66
WDL AVIATION (formerly WDL FLUGDIENST)	An Airship
WEATHERLY	201B, 201C, 620, 620A, 620C

Unsafe Condition

(d) This AD results from two events where a "Z-shank" blade failed and separated and the results of teardown inspections that detected corrosion in the blade bore. We are issuing this AD to detect corrosion and mechanical damage that can cause failure of a propeller, which could result in loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

Aircraft With Experimental Type Certificates

(f) We recommend that you comply with the inspection requirements of this AD, if you have an aircraft with an experimental type certificate, and you have a propeller hub model listed in this AD installed on that aircraft.

Inspection of the Propeller

(g) If the time-since-overhaul (TSO) of the propeller is 10 years or fewer on the effective date of this AD, no further action is required.

(h) If the propeller assembly was inspected using Hartzell Service Bulletin (SB) No. HC-SB-61-136, Revision I, dated April 25, 2003; SB No. 136, Revision H, dated March 12, 1993; or SB No. 136, Revision G, dated November 15, 1991; no further action is required.

(i) If the TSO of the propeller assembly is more than 10 years on the effective date of this AD, or if the TSO is unknown, or if the propeller has not complied with Hartzell SB No. HC-SB-61-136, Revision I, dated April 25, 2003; or SB No. 136, Revision H, dated March 12, 1993; or SB No. 136, Revision G, dated November 15, 1991; perform the actions specified in Table 3 of this AD. Use the compliance times specified in Table 3 of this AD. Information on inspecting the propeller assembly for cracks, corrosion or pits, nicks, scratches, wear, blade minimum dimensions, and damage in the blade balance bore can be found in the applicable Hartzell maintenance manuals.

TABLE 3.—COMPLIANCE TIMES FOR ONETIME INSPECTION

If the TSO of the propeller assembly on the effective date of this AD is...	Then...	Perform the the inspection...
(1) More 25 years or the TSO is not known.	(a) Disassemble and clean the propeller assembly	Within 12 months after the effective date of this AD.
	(b) Perform visual and nondestructive inspections of propeller components for cracks, corrosion or pits, nicks, scratches, wear, blade minimum dimensions, and damage in the blade balance hole.	
	(c) Inspect and rework the propeller blade bore. Use 3.A. of the Accomplishment instructions of Hartzell SB No. HC–SB–61–136, Revision I, dated April 26, 2003.	
	(d) Repair and replace with serviceable parts, as necessary.	
	(e) Reassemble and test.	
(2) Twenty-one to 25 years	(a) Disassemble and clean the propeller assembly	Within 18 months after the effective date of this AD.
	(b) Perform visual and nondestructive inspections of propeller components for cracks, corrosion or pits, nicks, scratches, wear, blade minimum dimensions, and damage in the blade balance hole.	
	(c) Inspect and rework the propeller blade bore. Use 3.A. of the Accomplishment instructions of Hartzell SB No. HC–SB–61–136, Revision I, dated April 26, 2003.	
	(d) Repair and replace with serviceable parts, as necessary.	
	(e) Reassemble and test.	
(3) Sixteen to 20 years	(a) Disassemble and clean the propeller assembly	Within 24 months after the effective date of this AD.
	(b) Perform visual and nondestructive inspections of propeller components for cracks, corrosion or pits, nicks, scratches, wear, blade minimum dimensions, and damage in the blade balance hole.	
	(c) Inspect and rework the propeller blade bore. Use 3.A. of the Accomplishment instructions of Hartzell SB No. HC–SB–61–136, Revision I, dated April 26, 2003.	
	(d) Repair and replace with serviceable parts, as necessary.	
	(e) Reassemble and test.	
(4) Eleven to 15 years	(a) Disassemble and clean the propeller assembly	Within 36 months after the effective date of this AD.
	(b) Perform visual and nondestructive inspections of propeller components for cracks, corrosion or pits, nicks, scratches, wear, blade minimum dimensions, and damage in the blade balance hole.	
	(c) Inspect and rework the propeller blade bore. Use 3.A. of the Accomplishment instructions of Hartzell SB No. HC–SB–61–136, Revision I, dated April 26, 2003.	
	(d) Repair and replace with serviceable parts, as necessary.	
	(e) Reassemble and test.	

Propeller Overhaul

(j) Performing an overhaul of the propeller assembly after the effective date of this AD constitutes compliance with the requirements specified in this AD. The latest applicable Maintenance Manuals issued by Hartzell Propeller Inc. contain information on overhauling a propeller assembly.

(k) The time-since-overhaul only changes if you overhaul the propeller assembly while performing the requirements specified in this AD.

Reporting Requirements

(l) Report inspection results to the Manager, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Ave, Des Plaines, IL 60018, within 15 working days of the inspection. The Office of Management and Budget (OMB) approved the reporting requirements and assigned OMB control number 2120-0056.

Alternative Methods of Compliance

(m) The Manager, Chicago Aircraft Certification Office has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(n) None.

Material Incorporated by Reference

(o) You must use Hartzell Service Bulletin No. HC-SB-61-136, Revision I, dated April 25, 2003, to perform the inspections and rework required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391, for a copy of this service information. You may review copies at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the internet at *http://dms.dot.gov*, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html.*

Issued in Burlington, Massachusetts, on August 29, 2005.
Peter A. White,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 05-17667 Filed 9-8-05; 8:45 am]
BILLING CODE 4910-13-P

LUFTFARTSTILSYNET
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 30

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2005-060 SVIKT I FESTEBOLTER FOR PROPELL

Påbudet gjelder:

Hartzell Propeller Inc., alle modeller som beskrevet i vedlagte kopi av FAA AD 83-08-01 R2.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 83-08-01 R2.

Tid for utførelse:

Til de tider som beskrevet i vedlagte kopi av FAA AD 83-08-01 R2, med virkning fra denne LDP's gyldighetsdato.

Anm.: Denne LDP utgis for første gang basert på revisjon 2 (R2) til opprinnelig AD. Denne og revisjon R1 ble begge utgitt i 1983. På det tidspunkt var norskregistrert materiell ikke berørt.

Referanse:

FAA AD 83-08-01 R2.

Gyldighetsdato:

2005-11-01.

2. Section 39.13 is amended by removing Amendment 39-4633 (48 FR 17576, April 25, 1983) and by adding a new airworthiness directive, Amendment 39-14043, to read as follows:

Regulatory Information

83-08-01R2 Hartzell Propeller Inc. (formerly TRW Hartzell Propeller): Amendment 39-14043. Docket No. 83-ANE-14-AD. Revises AD **83-08-01**R1, Amendment 39-4633

Applicability

This AD is applicable to Hartzell Propeller Inc. (formerly TRW Hartzell Propeller) models HC-B3TN-2, HC-B3TN-3, HC-B3TN-5, HC-B4TN- 3, HC-B4TN-5, HC-B4MN-5, and HC-B5MP-3 turbopropellers. The HC- B()TN-2, HC-B()TN-3, and HC-B()MP-3 propellers are typically installed on Pratt & Whitney Canada Model PT6A-() series engines. The HC-B()TN-5 and HC-B()MN-5 series propellers are typically installed on Honeywell International Inc., (formerly AlliedSignal Inc., Garrett Turbine Engine Company, and AIResearch Manufacturing Company of Arizona) TPE-331-() series engines.

Note 1: This AD applies to each propeller identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For propellers that have been modified, altered, or repaired so that the performance of the requirements of this AD are affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Compliance with this AD is required as indicated, unless already done.

To preclude propeller attaching bolt failures or improperly secured propellers, which could lead to separation of the propeller from the airplane, do the following:

(a) Install all new propellers and serviceable propellers, as follows, before further flight:

(1) Install the propeller oil seal to the engine flange after ensuring that the engine and propeller flanges are clean.

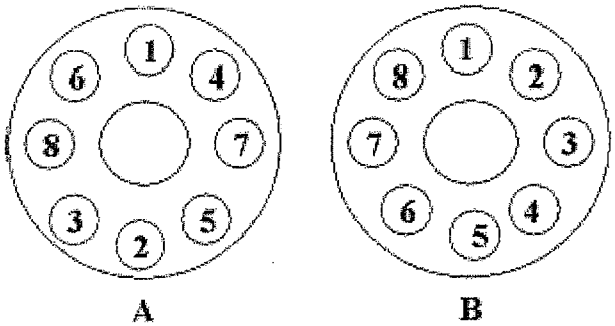
(2) Carefully install propeller on the engine flange ensuring that complete and true contact is established.

(3) Apply MIL-T-83483 Petrolated Graphite, or Hartzell Lubricant part number (P/N) A-3338, to threads of the eight P/N B-3339 attaching bolts (and remainder of bolt if desired) and to flat surfaces of the eight P/N A-2048-2 washers, or to other equivalent FAA-approved serviceable bolts and washers.

(4) Install the eight P/N B-3339 attaching bolts and eight P/N A-2048-2 washers, or other equivalent FAA-approved serviceable bolts and washers, that were prepared in paragraph (a)(3) of this AD, through the engine flange and into the propeller flange.

(5) Torque all attaching bolts with a torque wrench and an appropriate adapter, to 40 ft.-lbs., and then to 80 ft.-lbs., following sequence "A" (shown below). Final torque all attaching bolts using sequence "B" (shown below) to 100 ft.-lbs. to 105 ft.- lbs. Safety wire all attaching bolts in an FAA-

approved manner.



(6) Once the propeller is installed with P/N B-3339 bolts and P/ N A-2048-2 washers, or other equivalent FAA-approved serviceable bolts and washers, this AD no longer applies.

(b) Within the next 300 hours time-in-service after the effective date of this AD, do the following on all applicable turbopropellers presently installed with P/N A-2047 attaching bolts:

(1) Check the torque, with a torque wrench and an appropriate adapter, of all eight propeller attaching bolts (with washers installed). Torque should be 100 ft-lbs. to 125 ft.-lbs., with dry threads. (Caution: Do not use any lubricant with the P/N A-2047 bolts. Safety wire all bolts in an FAA-approved manner.)

(2) If the torque of any one of the bolts is found to be less than 100 ft.-lbs., remove all eight bolts and washers and replace with P/N B-3339 bolts and P/N A-2048-2 washers, or other equivalent FAA-approved serviceable bolts and washers, using paragraphs (a)(1) through (a)(5) of this AD.

(3) A P/N A-2047 bolt has the letter "H" stamped inside a triangle on the bolt. A P/N B-3339 bolt has the P/N stamped inside the cupped head.

(4) If the torque of each P/N A-2047 bolt is in compliance, then at next propeller disassembly, remove all eight bolts and washers and replace with P/N B-3339 bolts and P/N A-2048-2 washers, or other equivalent FAA-approved serviceable bolts and washers. Use paragraphs (a)(1) through (a)(5) of this AD to do the replacements.

(5) Hartzell Service Instructions No. 140A, Revision 9, dated March 30, 2005, is the latest service information that pertains to the subject of this AD.

Alternative Methods of Compliance

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Chicago Aircraft Certification Office. Operators must submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Chicago Aircraft Certification Office.

Special Flight Permits

(d) Special flight permits may be issued in accordance with Sec. Sec. 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location

where the requirements of this AD can be done.

Effective Date

(e) This amendment becomes effective on May 11, 2005.

Footer Information

Issued in Burlington, Massachusetts, on March 30, 2005.
Diane Cook,
Acting Manager, Engine and Propeller Directorate,
Aircraft Certification Service.
[FR Doc. 05-6778 Filed 4-5-05; 8:45 am]
BILLING CODE 4910-13-P

Comments

LUFTFARTSTILSYNET
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 31

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2006-035 **"PROPELLER HUB INSPECTION"**

Påbudet gjelder:

Hartzell Propeller Inc., alle typer/modeller propeller som beskrevet i vedlagte kopi av EASA AD 2006-0092.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av EASA AD 2006-0092.

Tid for utførelse:

Til de tider og intervaller som er beskrevet i vedlagte kopi av EASA AD 2006-0092, med virkning fra denne LDP's gyldighetsdato.

Referanse:

EASA AD 2006-0092.

Gyldighetsdato:

2006-07-01

Kansellert

2007-05-22

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

EASA	AIRWORTHINESS DIRECTIVE
	**AD No. : 2006 - 0092** **Date: 03 May 2006**

No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder's Name :	**Type/Model designation(s) :**
Hartzell Propeller Inc.	Hartzell Propeller ( )HC-( )**2Y**( )-( )

TCDS Number : FAA TCDS
P-920 [for ( )HC-C2Y( )-( ) models];
P9EA [for ( )HC-E2Y( )-( ) models];
P27EA [for ( )HC-F2Y( )-( ) models];
P42GL [for ( )HC-I2Y( )-( ) models];
P37EA [for ( )HC-J2Y( )-( ) models];
P39EA [for ( )HC-L2Y( )-( ) models];
P43GL [for ( )HC-M2Y( )-( ) models].

Foreign AD : N/A

Supersedure : N/A

ATA 61	**Propellers - Propeller Hub Inspection**
Manufacturer(s):	Hartzell Propeller Inc.
Applicability:	1. Applicable, **but not limited**, to the aircraft listed in Appendix 1 of this AD. 2. Hartzell two blade, aluminum hub, "compact" ( )HC-( )**2Y**( )-( ) series propellers manufactured before December 1991 that do not have an "A" or "B" suffix letter at the end of the hub and propeller serial numbers and are installed on Lycoming ( )-360 series engines. 3. Propellers installed on aircraft listed in Table 1 of the Hartzell SB-HC-SB-61-269 are not affected by this Service Bulletin but are affected by Hartzell Service Bulletin HC-SB-61-227.

Reason:	There have been occurrences of hub cracks, including incidents of in-flight blade separation in Hartzell two blade "compact" series aluminum hub propellers.
Effective Date:	08 May 2006
Compliance:	1) Perform the eddy current inspection described in the Service Bulletin Hartzell SB-HC-SB-61-269 within 50 hours from the effective date of this AD. 2) Perform the eddy current inspection described in the Service Bulletin Hartzell SB-HC-SB-61-269 at recurring intervals not to exceed 100 (+10) hours of operation. 3) Optional Terminating Action - Replacement of the non-suffix propeller hub with a hub with an "A" or "B" suffix serial number is a terminating action for this AD. "B" Suffix hubs may have a different part number and will be identified by suffix letter "B" at the end of the propeller serial number. Refer to Service Bulletin Hartzell SB-HC-SB-61-269 Paragraph 2, Material Information, for part number information. 4) A hub without a suffix letter in the serial number that is removed from aircraft applications affected by this Service Bulletin [as defined in Effectivity, paragraph 1.A.(1)] is not to be reused on another aircraft application that does not have such inspection requirements. A hub removed from an affected aircraft must either be installed on another affected application, or be retired. Refer to the Part Retirement Procedures in Hartzell Standard Practices Manual 202A (61-01-02).
Ref. Publications:	Hartzell Service Bulletin SB-HC-SB-61-269 issued 18 May 2005 or later approved revisions.
Remarks :	1. If requested and appropriately substantiated the responsible EASA manager for the related product has the authority to accept Alternative Method of Compliance (AMOCs) for this AD. 2. This AD was posted as PAD 06-077 for consultation on 21 March 2006 with a comment period until 13 April 2006. The Comment Response Document can be found at http://www.easa.eu.int/home/aw_dir_en_html 3. Enquiries regarding this AD should be addressed to Mr. M. Capaccio, AD Focal Point, Certification Directorate, EASA. E-mail: ADs@easa.eu.int. 4. For any question concerning the technical content of the requirements in this AD, please contact Hartzell Propeller Inc. One Propeller Place - Piqua, Ohio 45356 – U.S.A. Phone: 001.937.778.4379 E-Mail: techsupport@hartzellprop.com

AERO COMMANDER	111		HC-E2YR-1B(F)
AERO COMMANDER	112	COMMANDER	HC-E2YR-1B(F)
AERO COMMANDER	112B	COMMANDER	HC-E2YR-1BF
AERO COMMANDER	112TC, 112TCA	COMMANDER	HC-E2YR-1BF
AERONCA	15AC	SEDAN	HC-C2YR-1BF
AERONCA	15AC	SEDAN	HC-C2YR-1BF
AEROSPATIALE (MORANE SAULNIER)	MS893A, E , 180GT	RALLYE COMMODORE,180GT	HC-C2YK-1B
AEROSPATIALE (SOCATA)	TB-10	TOBAGO	HC-C2YK-1BF
AEROSPATIALE (SOCATA)	TB-200	TOBAGO XL	HC-C2YK-1BF
AMERICAN CHAMPION	8GCBC	SCOUT	HC-C2YR-1BF
AMERICAN CHAMPION	8GCBC	SCOUT	HC-C2YR-1BF
AMERICAN CHAMPION	8GCBC	SCOUT	HC-C2YR-1BF
AVIAT	A-1, A-1A, A-1B	HUSKY	HC-C2YR-1BF
AVIAT (CHRISTEN)	A-1	HUSKY	HC-C2YK-1BF
AVIONS PIERRE ROBIN	HR 100/200		HC-F2YR-1F
AVIONS PIERRE ROBIN	ROBIN		HC-C2YK-1BF
BEECH	76 (left side)	DUCHESS	HC-M2YR-2CEUF
BEECH	76 (right side)	DUCHESS	HC-M2YR-2CLEUF
BEECH	95, B95, B95A, D95A, E95	TRAVEL AIR	HC-C2YK-2CUF
BEECH	B24R	SIERRA	HC-M2YR-1BF
BEECH	C24R	SIERRA	HC-M2YR-1BF
BRITISH AEROSPACE	A109	AIRDALE	HC-C2YR-1BF
CESSNA	170		HC-C2YK-1A
CESSNA	170A, 170B		HC-C2YK-1BF
CESSNA	172	SKYHAWK	HC-C2YK-1BF
CESSNA	172, A, B, C, D, E, F, G, H	SKYHAWK	HC-C2YR-1B
CESSNA	172, 175	SKYHAWK	HC-C2YR-2RF
CESSNA	172I, K, L, M, N	SKYHAWK	HC-C2YR-1B(F)
CESSNA	172I, 172K, 172L	SKYHAWK	HC-C2YR-1A

CESSNA	172	SKYHAWK	HC-C2YK-1BF
CESSNA	175		HC-C2YK-1BF
CESSNA	175, 175A		HC-C2YR-1A, -1B
CESSNA	175, 175A, 175B, 175C		HC-C2YK-1BF
CESSNA	177	CARDINAL	HC-C2YR-1BF
CESSNA	177	CARDINAL	HC-C2YR-1B
CESSNA	177	CARDINAL	HC-C2YK-1BF
CESSNA	170A, 170B		HC-C2YR-1BF
CESSNA	170A,B 172,172A-H 175,175A-C P172D		HC-C2YK-1BF
CESSNA	170, 170A, 170B		HC-C2YK-1A
CESSNA	172I, K, L, M, N	SKYHAWK	HC-C2YR-1B(F)
CESSNA	170, 172, 175		HC-C2YR-1BF
CESSNA	172, 172A-I, 172K-N, 172P		HC-C2YR-1BF
CESSNA	175, 175A-C		HC-C2YR-1BF
CESSNA	170(A,B)		HC-C2YR-1BF
CESSNA	172, 172(A-P)		HC-C2YR-1BF
CESSNA	175, 175(A,B,C)		HC-C2YR-1BF
DIAMOND AIRCRAFT	DA 40		HC-C2YR-1BF
DIAMOND AIRCRAFT	DA-42	TWIN STAR	HC-C2YR-2CEUF
EMBRAER/NEIVA	EMB-711A	CORISCO	HC-C2YK-1( )(F)
EMBRAER/NEIVA	EMB-711B	CORISCO	HC-C2YK-1BF
EMBRAER/NEIVA	EMB-711T	CORISCO	HC-C2YK-1( )F
EMBRAER/NEIVA	EMB-711C & 711	CORISCO	HC-C2YK-1( )(F)
GENERAL AVIA	F.22-C	PINGUINO	HC-C2YK-1BF
GREAT LAKES	2T-1A-1, 2T-1A-2		HC-C2YK-4F
GROB	G-115-C2		HC-F2YR-1F
KOREAN AIR AIRCRAFT	CHK91-A1		HC-C2YK-1BF
LAKE (REVO)	LA-4-200	BUCANEER	HC-C2YK-1BL(F)
LAKE (REVO)	LA-4-200	BUCANEER	HC-C2YK-1BLF
LAKE (REVO)	LA-4-200	BUCANEER	HC-E2YR-1BLF
LAKE (REVO)	LA-4-200	BUCANEER	HC-C2YK-1BL(F)
MAULE	M-5-180C, M-6-180, MX-7-180		HC-C2YR-1BF
MAULE	M-5-200		HC-E2YR-1BF

MAULE	M-5-210TC		HC-E2YR-1BF
MAULE	M-5-210TC		HC-E2YR-1BF
MOONEY	M20C, D, E, F, G		HC-C2YK-1B(F)
MOONEY	M20E,F		HC-C2YR-1BF
MOONEY	M20J		HC-C2YK-1BF
MOONEY	M20		HC-C2YK-1BF
MOONEY	M20A,B,C,D,G		HC-C2YK-1BF
PIPER	PA-23	APACHE	HC-C2YK-2CF
PIPER	PA-23-160	APACHE	HC-C2YK-2CF
PIPER	PA-23	APACHE	HC-C2YK-2RBF
PIPER	PA-23	APACHE	HC-C2YK-2RBF
PIPER	PA-23-160	APACHE	HC-C2YK-2RBF
PIPER	PA-30	TWIN COMANCHE	HC-C2YK-2CUF
PIPER	PA-34-200 (left side)	SENECA	HC-C2YK-2( )E(U)(F)
PIPER	PA-34-200 (right side)	SENECA	HC-C2YK-2( )LE(U)(F)
PIPER	PA-44-180 (left side)	SEMINOLE	HC-C2YR-2CEUF
PIPER	PA-44-180 (right side)	SEMINOLE	HC-C2YR-2CLEUF
PIPER	PA-44-180T (left side)	TURBO SEMINOLE	HC-C2YR-2CEUF
PIPER	PA-44-180T (right side)	TURBO SEMINOLE	HC-C2YR-2CLEUF
PIPER	PA-23, PA-23-160	APACHE	HC-C2YK-2CUF
PIPER	PA-28R-180	ARROW	HC-C2YK-1( )(F)
PIPER	PA-28-180	CHEROKEE	HC-C2YK-1B
PIPER	PA-28-140, 150, 160	CHEROKEE	HC-C2YK-1BF
PIPER	PA-28R-200	ARROW II	HC-C2YK-1( )(F)
PIPER	PA-28R-201	ARROW III	HC-C2YK-1BF
PIPER	PA-28RT-201	ARROW IV	HC-C2YK-1( )F
PIPER	PA-24	COMANCHE	HC-C2YR-1BF
PIPER	PA-34-200 (right side)	SENECA	HC-C2YK-2CLGUF
PIPER	PA-34-200 (left side)	SENECA	HC-C2YK-2( )E(U)(F), -2CGUF
PIPER	PA-18	SUPER CUB	HC-C2YR-1BF
PROCAER	F15/B	PICCHIO	HC-C2YK-1BF
SEQUOIA AIRCRAFT	FALCO F.8.L		HC-C2YK-1BF
SIAI MARCHETTI (OMA-FOLIGNO)	S.210		HC-C2YK-2B (per T.C.), -2CF (Hz)

SIAI MARCHETTI (OMA-Foligno)	S.205-18F, 18R		HC-C2YK-1BF
SIAI MARCHETTI (OMA-Foligno)	S.205-20F, 20R		HC-C2YK-1BF
SIMMERING GRAZ PAUKER A.G.	SGP222-A		HC-C2YK-2RB
STOL A/C	UC-1 TWIN BEE (United Cons.)		HC-C2YK-2RB
SUD AVIATION (SOCATA)	GY.80-180	GARDAN	HC-C2YK-1B
SWIFT	GC-1B		HC-C2YK-1BF
TIGER	AA-5A, -5B	CHEETA/TIGER	HC-C2YK-1BF
UTVA	75		HC-C2YK-1BF
VULCANAIR (PARTENAVIA)	P68, P68B, P68C	OBSERVER	HC-C2YK-2CUF
VULCANAIR (PARTENAVIA)	P68C-TC, P68TC	OBSERVER	HC-C2YK-2CUF
VULCANAIR (PARTENAVIA)	P68C-TC	OBSERVER	HC-C2YR-2CUF

BLANK

LUFTFARTSTILSYNET
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 31

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, kap. XV § 15-4 jf. kap. IV § 4-1 og Samferdselsdepartementets bemyndigelse av 25. mars 1994, fastsetter Luftfartstilsynet følgende forskrift om luftdyktighet.

2006-035A "PROPELLER HUB INSPECTION"

Kansellering

Påbudet gjelder:

Hartzell Propeller Inc., alle typer/modeller propeller som beskrevet i vedlagte kopi av EASA AD 2006-0092R1.

Påbudet omfatter:

EASA AD 2006-0092R1 (CANSELLATION NOTICE) kansellerer EASA AD 2006-0092 som var grunnlag for norsk LDP 2006-35. EASA AD 2006-092 er kansellert grunnet utgivelsen av FAA AD 2006-18-15 som dekker samme forhold. FAA AD 2006-18-15 er grunnlaget for norsk LDP 2006-054.

LDP 2006-035 er herved kansellert.

Tid for utførelse:

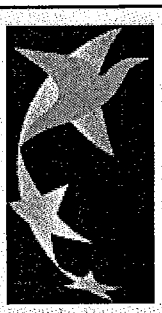
Ikke aktuell.

Referanse:

EASA AD 2006-0092R1.

Gyldighetsdato:

2007-05-02.

EASA	AIRWORTHINESS DIRECTIVE CANCELLATION NOTICE
	**AD No.: 2006-0092R1** **Date: 16 January 2007**

No person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of that Airworthiness Directive unless otherwise agreed with the Authority of the State of Registry.

Type Approval Holder's Name:	**Type/Model designation(s):**
Hartzell Propeller Inc.	Model ( )HC-( )2Y( )-( ) series

TCDS Numbers: FAA P-920, P9EA, P27EA, P42GL, P37EA, P39EA and P43GL.

Foreign AD: FAA AD 2006-18-15, issued September 8, 2006.

Cancellation/Supersedure: **This Notice cancels EASA AD 2006-0092 dated 03 May 2006, including the 'correction' dated 07 September 2006.**

ATA 61	**Propellers – Propeller Hub – Inspection**
Manufacturer:	Hartzell Propeller Inc.
Applicability:	Hartzell two blade, aluminum hub, "compact" ( )HC-( )**2Y**( )-( ) series propellers manufactured before December 1991 that do not have an "A" or "B" suffix letter at the end of the hub and propeller serial numbers and are installed on Lycoming ( )-360 series engines. These engines and propellers could be installed on, but not limited to, various Part (CS) 23 certificated aircraft.
Reason:	The Agency has reviewed the referenced FAA Airworthiness Directive 2006-18-15 that addresses the same unsafe condition that was addressed by the original issue of this directive. The actions required by the FAA AD are almost identical to the ones required by EASA AD 2006-0092. They are adequate to correct the unsafe condition and therefore that AD is considered 'accepted' under the provisions of Executive Decision (ED) No. 02/2003. For the reasons described above, EASA AD 2006-0092 is hereby cancelled.
Effective Date:	16 January 2007
Compliance	Not applicable
Ref. Publications:	Hartzell Propeller Inc. Service Bulletin HC-SB-61-269, dated April 18, 2005

Remarks:	1. Enquiries regarding this Notice should be referred to the AD Focal Point - Certification Directorate, EASA. E-mail: ADs@easa.europa.eu 2. For any questions concerning the content of this cancellation notice, please contact Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391; E-Mail: techsupport@hartzellprop.com

BLANK

LUFTFARTSTILSYNET
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 32

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2006-054 "PROPELLER HUB FAILURE CAUSING BLADE SEPARATION"

RETTELSE: LDP 2006-054 er flyttet fra gruppe MOTORDREVNE LUFTFARTØY til gruppe PROPELLER.

Påbudet gjelder:

Hartzell Propeller Inc., alle typer/modeller propeller som beskrevet i vedlagte kopi av FAA AD 2006-18-15.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi av FAA AD 2006-18-15.

Tid for utførelse:

Til de tider og intervaller som er beskrevet i vedlagte kopi av FAA AD 2006-18-15 med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 2006-18-15.

Gyldighetsdato:

2006-11-27.

BLANK

LUFTFARTSTILSYNET
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

PROPELLER

HARTZELL - 33

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2007-028 "PROPELLER BLADE SEPARATION FROM HUB"

RETTELSE: LDP 2007-028 er flyttet fra gruppe MOTORDREVNE LUFTFARTØY til gruppe PROPELLER.

Påbudet gjelder:

Hartzell Propeller Inc., alle typer/modeller propeller som beskrevet i vedlagte kopi av FAA AD 2006-24-07.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi FAA AD 2006-24-07.

Tid for utførelse:

Til de tider og intervaller som er beskrevet i vedlagte kopi av FAA AD 2006-24-07 med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 2006-24-07.

Gyldighetsdato:

2007-05-02.

BLANK

LUFTFARTSTILSYNET
Postboks 8050 Dep., 0031Oslo
Besøksadresse:
Rådusgata 2, Oslo
Telefon : 23 31 78 00
Telefax : 23 31 79 95
E-post: postmottak@caa.dep.no

LUFTDYKTIGHETSPÅBUD (LDP)

MOTORDREVNE LUFTFARTØY

HARTZELL - 33

Med hjemmel i lov av 11. juni 1993 nr. 101 om luftfart, § 15-4 jf. § 4-1 og det vedtak om delegering av myndighet til Luftfartstilsynet av 10. desember 1999 nr. 1273

2007-028 "PROPELLER BLADE SEPARATION FROM HUB"

Påbudet gjelder:

Hartzell Propeller Inc., alle typer/modeller propeller som beskrevet i vedlagte kopi av FAA AD 2006-24-07.

Påbudet omfatter:

Utfør tiltak som beskrevet i vedlagte kopi FAA AD 2006-24-07.

Tid for utførelse:

Til de tider og intervaller som er beskrevet i vedlagte kopi av FAA AD 2006-24-07 med virkning fra denne LDP's gyldighetsdato.

Referanse:

FAA AD 2006-24-07.

Gyldighetsdato:

2007-05-02.

MERK! For at angjeldende flymateriell skal være luftdyktig må påbudet være utført til rett tid og notat om utførelsen ført inn i vedkommende journal med henvisning til denne LDPs nummer.

2006-24-07 Hartzell Propeller Inc. (formerly TRW Hartzell Propeller) and McCauley Propeller Systems (formerly Cessna Aircraft Co.): Amendment 39-14836. Docket No. FAA-2005-20141; Directorate Identifier 2005-NE-01-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective January 3, 2007.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Hartzell Propeller Inc. (formerly TRW Hartzell Propeller) and McCauley Propeller Systems (formerly Cessna Aircraft Co.) propellers that have a part number (P/N) and serial number (SN) listed in Table 1 or Table 2 of this AD, serviced by Oxford Aviation Limited, doing business as CSE Aviation. These propellers are installed on, but not limited to airplanes used in general aviation, agricultural, flight training, and charter businesses.

Table 1 - Hartzell Propellers by P/N and SN

CSE Work Order Number	Hartzell Propeller P/N	Hartzell Propeller SN
Y03516	HC-E2YL-2BSF	BG2848
Y03517	HC-E2YL-2BSF	BG4112
Y04052	HC-82VL-2C1	942R
Y02965	BHC-C2YF-1BF	AM2854
Y02778	BHC-C2YF-2CKUF	AN1881
Y03382	BHC-C2YF-2CKUF	AN1968
Y04132	BHC-C2YF-2CKUF	AN2528
Y05097	BHC-C2YF-2CKUF	AN3274
Y05048	HC-C2YK-2CUF	AN3906
Y05047	HC-C2YK-2CUF	AN4033
Y03016	BHC-C2YF-2CKUF	AN4271
Y03983	BHC-C2YF-2CLKUF	AN4289
Y03166	BHC-C2YF-2CKUF	AN5248

Y02607	BHC-C2YF-2CKLUF	AN5832
Y04855	BHC-C2YF-2CKLUF	AN6857
Y04391	BHC-C2YF-2CKUF	AN6981A
Y05102	BHC-C2YF-2CLKUF	AN6998A
Y04709	BHC-C2YF-2CKUF	AN7006A
Y05070	BHC-C2YF-2CLKUF	AN7018A
Y03863	BHC-C2YF-CLKUF	AN7019A
Y04108	BHC-C2YF-2CKUF	AN7025A
Y03206	BHC-C2YK-2CLKUF	AN7168B
Y04592	BHC-C2YF-2CKUF	AN7071B
Y04865	BHC-C2YF-2CLKUF	AN7168B
Y04846	BHC-C2YF-2CKUF	AN7184B
Y04808	BHC-C2YF-2CLKUF	AN7199B
Y03185	BHC-C2YF-2CLKUF	AN7209B
Y03186	BHC-C2YF-2CKUF	AN7215B
Y04975	BHC-C2YF-2CKUF	AN7249B
Y04974	BHC-C2YF-2CLKUF	AN7279B
Y04818	BHC-C2YF-2CKUF	AN7280B
Y04532	BHC-C2YF-2CKUF	AN7540B
Y04561	BHC-C2YF-2CKUF	AN7552B
Y04638	BHC-C2YF-2CLKUF	AN7567B
Y04639	BHC-C2YF-2CKUF	AN7568B
Y04658	BHC-C2YF-2CLKUF	AN7581B
Y02866	HC-A3VF-2D	AT376
Y02867	HC-A3VF-2D	AT431
Y04053	HC-C2YK-2CUF	AU10008B
Y04096	HC-C2YK-2CUF	AU10023B
Y04143	HC-C2YK-2CUF	AU10126B
Y04171	HC-C2YK-2CUF	AU10139B
Y04283	HC-C2YK-2CUF	AU10165B
Y04274	HC-C2YK-2CUF	AU10178B
Y04416	HC-C2YK-2CUF	AU10401B
Y04415	HC-C2YK-2CUF	AU10402B
Y04478	HC-C2YK-2CUF	AU10462B

Y04518	HC-C2YK-2CUF	AU10541B
Y04479	HC-C2YK-2CUF	AU10542B
Y04563	HC-C2YK-4BF	AU10614B
Y04564	HC-C2YK-4BF	AU10615B
Y04560	HC-C2YK-2CUF	AU10616B
Y04610	HC-C2YK-2CUF	AU10696B
Y04565	HC-C2YF-2CUF	AU10729B
Y04566	HC-C2YK-2CUF	AU10730B
Y04632	HC-C2YK-4BF	AU10733B
Y04636	HC-C2YK-2CUF	AU10771B
Y04651	HC-C2YK-4BF	AU10790B
Y04659	HC-C2YK-2CUF	AU10817B
Y04681	HC-C2YK-4BF	AU10827B
Y04701	HC-C2YK-2CUF	AU10923B
Y04785	HC-C2YK-2CUF	AU10952B
Y04786	HC-C2YK-2CUF	AU11050B
Y04736	HC-C2YK-2CUF	AU11117B
Y04826	HC-C2YK-4BF	AU11145B
Y04871	HC-C2YK-1BF	AU11279B
Y04890	HC-C2YK-4BF	AU11343B
Y05000	HC-C2YK-4CF	AU11591B
Y05050	HC-C2YK-2CUF	AU11731B
Y04410	HC-C2YK-2CGUF	AU1533
Y04409	HC-C2YK-2CGUF	AU1603
Y04344	HC-C2YK-2CLGUF	AU2892E
Y03377	HC-C2YK-2CGUF	AU2955
Y03688	HC-C2YK-2CU	AU354
Y02769	HC-C2YK-2CUF	AU9013B
Y04343	HC-C2YR-2CGUF	AU508E
Y03110	HC-C2YK-2CUF	AU5236
Y04400	HC-C2YK-2CLEUF	AU5974E
Y04652	HC-C2YK-1B	AU6120
Y04321	HC-C2YR-2CLEUF	AU6163
Y03200	HC-C2YK-2CUF	AU7153E

Y03838	HC-C2YK-2CUF	AU7357
Y04362	BHC-C2YF-2CLKUF	AU7491B
Y04219	HC-C2YK-2CLGUF	AU7662
Y02598	HC-C2YK-CUF	AU8212A
Y02770	HC-C2YK-2CUF	AU822
Y03482	HC-C2YK-2CUF	AU8233A
Y03564	HC-C2YK-2CUF	AU8299A
Y03773	HC-C2YK-2CUF	AU8318A
Y03674	HC-C2YK-2CUF	AU8338A
Y02991	HC-C2YK-2CUF	AU8339A
Y03137	HC-C2YK-2CUF	AU8347A
Y03018	HC-C2YK-2CUF	AU8349A
Y02805	HC-C2YK-2CUF	AU8354A
Y02703	HC-C2YK-2CUF	AU8417A
Y02664	HC-C2YK-2CUF	AU8859A
Y04095	HC-C2YK-2CUF	AU8923B
Y03761	HC-C2YK-CUF	AU8968B
Y02792	HC-C2YK-2CUF	AU9012B
Y02848	HC-C2YK-2CUF	AU9014B
Y03597	HC-C2YK-2CUF	AU9015B
Y04735	HC-C2YK-2CUF	AU9041B
Y03229	HC-C2YK-2CGUF	AU9135B
Y02943	HC-C2YK-2CUF	AU9136B
Y03197	HC-C2YK-2CUF	AU9150B
Y04675	HC-C2YK-2CUF	AU9182B
Y03352	HC-C2YK-2CUF	AU9241B
Y03354	HC-C2YK-2CUF	AU9243B
Y03097	HC-C2YK-2CUF	AU9246B
Y03201	HC-C2YK-2CUF	AU9247B
Y03686	HC-C2YK-2CUF	AU9312B
Y03607	HC-C2YK-2CUF	AU9332B
Y03614	HC-C2YK-2CGUF	AU9393B
Y03606	HC-C2YK-2CUF	AU9394B
Y03791	HC-C2YK-2CUF	AU9395B

Y03866	HC-C2YK-CUF	AU9396B
Y03888	HC-C2YK-CUF	AU9509B
Y04948	HC-C2YK-2CUF	AU9511B
Y03891	HC-C2YK-2CUF	AU9518B
Y03797	HC-C2YK-2CUF	AU9520B
Y04001	HC-C2YK-2CGUF	AU9593B
Y05083	HC-C2YK-2CUF	AU9599B
Y03694	HC-C2YK-4BF	AU9616B
Y03696	HC-C2YK-4BF	AU9618B
Y03695	HC-C2YK-4BF	AU9630B
Y03620	HC-C2YK-4BF	AU9631B
Y03627	HC-C2YK-4BF	AU9638B
Y03625	HC-C2YK-4BF	AU9649B
Y04047	HC-C2YK-2CUF	AU9985B
Y04376	HC-C2YL-1BF	AX522
Y05051	HC-C2YR-1BF	AX527
Y02908	HC-C2YL-1BF	AX841B
Y04763	HC-C2YL-1BF	AX720A
Y04731	HC-E2YR-2RBSF	BB6694
Y04900	HC-E2YL-2BSF	BG2122
Y04738	HC-E2YL-2BSF	BG2923
Y04547	HC-E2YL-2BSF	BG3219
Y03153	HC-E2YL-2BSF	BG3287
Y04061	HC-E2YL-2BSF	BG3363
Y04917	HC-E2YL-2BSF	BG372
Y04062	HC-E2YL-2BSF	BG434
Y04190	HC-E2YL-2BSF	BG4344
Y04901	HC-E2YL-2BSF	BG4557
Y04737	HC-E2YL-2BSF	BG648
Y04898	HC-E2YR 2RBSF	BP3287
Y03327	HC-E2YR-2RBS	BP5179
Y03680	HC-E2YR-2RBSF	BP6199
Y04167	HC-E2YR-2RBSF	BP6206
Y03138	HC-E2YR-2RBSF	BP6606

Y02709	HC-E2YR-2RBSF	BP6838
Y04899	HC-E2YR-2RBSF	BP9158
Y03913	HC-E2YR-2RBSF	BP9159
Y03139	HC-E2YR-2RBSF	BP9168
Y04780	PHC-A3VF-2B	BR834
Y02939	HC-B3TN-3DY	BUA22056
YO2971	HC-B3TN-3DY	BU12462
Y04089	HC-B3TN-3C	BU14589
Y03948	HC-BCTN-3B	BU16789
Y02767	HC-B3TN-5FL	BV3382
Y02768	HC-B3TN-5FL	BV3540
Y02946	HC-B3TN-3DY	BUA22136
Y03726	HC-B3TN-3G	BUA21467
Y03727	HC-B3TN-3G	BUA23284
Y03928	HC-B3TN-3D	BUA24401
Y04429	HC-B3TN-3N	BUA24852
Y04430	HC-B3TN-3N	BUA24992
Y05019	HC-B3TN-3G	BUA27325
Y03719	HC-B3TN-5E	BVA7456
Y03718	HC-B3TN-5E	BVA7457
Y04443	HC-B3TN-5FL	BVA7770
Y04444	HC-B3TN-5FL	BVA7771
Y03304	HC-B4TN-5ML	CD1746
Y03165	HC-B4TN-5ML	CD1752
Y03164	HC-B4TN-5ML	CD1973
Y04535	HC-B4TN-S	CDA3529M1
Y04787	HC-B4N-ML	CDA3703
Y04788	HC-B4TN-5ML	CDA3704
Y03351	HC-B4TN-5ML	CDA4424
Y04644	HC-B4TN-5ML	CDA4819
Y04534	HC-B4TN-S	CDA5047M1
Y04399	HC-C2YK-1BF	CH11322
Y03764	HC-C2YK-1BF	CH1614B
Y02124	HC-C2YK-1BF	CH23470

Y02897	HC-C2YK-1BF	CH32119A
Y04516	HC-C2YK-1BF	CH20231
Y04371	HC-C2YK-1BF	CH21618
Y04260	HC-C2YK-1BF	CH23621
Y02641	HC-C2YK-1BF	CH23890(E)
Y03969	HC-C2YK-1BF	CH25517
Y02648	HC-C2YK-1BF	CH26145
Y02896	HC-C2YK-1BF	CH32118A
Y04244	HC-C2YR-1BF	CH27227
Y03763	HC-C2YK-1BF	CH27235
Y03704	HC-C2YK-1BF	CH28190
Y03141	HC-C2YK-1BF	CH29976
Y05015	HC-C2YK-1BF	CH30451
Y04153	HC-C2YK-1BF	CH32838B
Y03949	HC-C2YK-1BF	CH32683B
Y05124	HC-C2YKR-1BF	CH33316B
Y03205	HC-C2YK-1BF	CH33520B
Y03850	HC-C2YK-1BF	CH33777B
Y03843	HC-C2YK-1BF	CH34179B
Y04230	HC-C2YK-1BF	CH34607B
Y04014	HC-C2YR-1BF	CH34638B
Y05078	HC-C2YK-1BF	CH35009B
Y04361	HC-C2YK-1BF	CH35037B
Y04587	HC-C2YK-1BF	CH35445B
Y04588	HC-C2YK-1BF	CH35466B
Y05076	HC-C2YK-1BF	CH37285B
Y05079	HC-C2YK-1BF	CH37286B
Y05056	HC-C2YK-1BF	CH3730B
Y04891	HC-C3YR-2LUF	CH4488A
Y03425	HC-C2YK-1BF	CH5073
Y03428	HC-C2YK-1B	CH617
Y04126	HC-E2YL-2BTF	CJ514
Y03027	HC-C3YR-2UF	CK3633A
Y02594	HC-C3YR-2UF	CK3634A

Y03429	HC-C3YR-2UF	CK3651A
Y03168	HC-C3YR-2UF	CK3662A
Y03995	HC-C3YR-2UF	CK3663A
Y03573	HC-C3YR-2UF	CK3678A
Y03611	HC-C3YR-2UF	CK3705A
Y03707	HC-C3YR-2UF	CK3706A
Y03513	HC-E3YR-2UF	CK3719A
Y03937	HC-C3YR-2UF	CK3872A
Y03794	HC-C3YR-2UF	CK3873A
Y03921	HC-C3YR-2UF	CK3874A
Y04892	HC-C3YR-2UF	CK4263A
Y03317	HC-C3YR-2UF	CK4459A
Y02871	HC-C3YR-2UF	CK4460A
Y02704	HC-C3YR-2UF	CK4645A
Y03522	HC-C3YR-2UF	CK4682A
Y04770	HC-F2YR-1F	CM535
Y05039	HC-C2YK-4BF	DH687E
Y04872	HC-E3YR-2ATF	DJ10539A
Y04873	HC-E3YR-2ALTF	DJ10542A
Y03975	HC-E3YR-2ALTF	DJ10585A
Y03974	HC-E3YR-2ATF	DJ10832A
Y03023	HC-E3YR-2ATF	DJ8092A
Y03998	HC-E3YR-2ATF	DJ8105A
Y03997	HC-E3YR-2ATF	DJ8106A
Y02865	HC-E3YR-2ALTF	DJ8128A
Y04149	HC-E3YR-2ATF	DJ8137A
Y04150	HC-E3YR-2ALTF	DJ8139A
Y04911	HC-E3YR-2ALTF	DJ8151A
Y02580	HC-E3YR-2ALTF	DJ8154A
Y04912	HC-E3YR-2ATF	DJ8157A
Y02864	HC-E3YR-2ATF	DJ8161A
Y02581	HC-E3YR-2AFT	DJ8180A
Y04775	HC-E3YR-2ATF	DJ8326A
Y04774	HC-E3YR-2ALTF	DJ8329A

Y03760	HC-E3YR-2ATF	DJ8872A
Y03022	HC-E3YR-2ALTF	DJ9503A
Y02120	HC-E2YR-1BF	DK1068
Y04375	HC-E2YR-1BF	DK155
Y03331	HC-E2YR-1BF	DK1902B
Y04373	HC-E2YR-1BF	DK611
Y04168	HC-E2YR-1BF	DK620
Y04471	HC-C2YK-1BF	DK669
Y03040	HC-C2YK-4BF	DN4101A
Y03590	HC-C2YK-4BF	AU8619A
Y03129	HC-C2YK-4BF	DN4111A
Y03442	HC-C2YK-4BF	DN4112A
Y03003	HC-C2YK-2CEUF	DN4126A
Y03630	HC-C2YK-4BF	DN4127A
Y02620	HC-C2YK-4FC7666A	DN4168A
Y02680	HC-C2YK-4FC7666A	DN4171A
Y02786	HC-C2YK-4FC7666A	DN4172A
Y02619	HC-C2YK-4FC7666A	DN4175A
Y03588	HC-C2YK-4BF	DN4187A
Y03116	HC-C2YK-4CF	DN4216A
Y02679	HC-C2YK-4FC7666A	DN4231A
Y03209	HC-C2YK-4BF	AU9643B
Y02677	HC-C2YK-4FC7666A	DN4249A
Y02667	HC-C2YK-4FC7666A	DN4263A
Y03253	HC-C2YK-4BF	DN4265A
Y03592	HC-C2YK-4BF	DN4268
Y02796	HC-C2YK-4FC7666A	DN4279A
Y02788	HC-C2YK-4FC7666A	DN4280A
Y03210	HC-C2YK-4BF	DN4284A
Y03212	HC-C2YK-4BF	DN4299A
Y03574	HC-C2YK-4BF	DN9650B
Y03260	HC-C2YK-4BF	DN4340A
Y03254	HC-C2YK-4BF	DN4341A
Y02665	HC-C2YK-4FC7666A	DN4351A

Y02681	HC-C2YK-4FC7666A	DN4364A
Y03208	HC-C2YK-4BF	DN4371A
Y02787	HC-C2YK-4FC7666A	DN4380A
Y03621	HC-C2YK-4BF	DN4510A
Y02666	HC-C2YK-4FC7666A	DN4521A
Y03589	HC-C2YK-4BF	DN4514A
Y03619	HC-C2YK-4BF	DN4515A
Y02678	HC-C2YK-4FC7666A	DN4516A
Y02618	HC-C2YK-4FC7666A	DN4522A
Y02615	HC-C2YK-4FC7666A	DN4524A
Y02614	HC-C2YK-4FC7666A	DN4712A
Y02616	HC-C2YK-4FC7666A	DN4716A
Y03439	HC-C2YK-4BF	DN4719A
Y02662	HC-C2YK-4FC7666A	DN4955A
Y03626	HC-C2YK-4BF	DN4957A
Y03252	HC-C2YK-4BF	DN4963A
Y02668	HC-C2YK-4FC7666A	DN4965A
Y04191	HC-E2YL-2BLSF	DP94
Y02832	HC-C3YR-1RF	DY2464A
Y04175	PHC-C3YF-2UF	EB171
Y04174	PHC-C3YF-2UF	EB173
Y03788	PHC-C3YF-2UF	EB1977
Y03787	PHC-C3YF-2UF	EB1978
Y02779	HC-M2YR-2CEUF	FB379
Y04943	PHC-C3YF-1RF	EE1354
Y03959	PHC-C3YF-1RF	EE1369
Y03754	HC-C2YR-1RF	EE227
Y04730	PHC-C3YF-1RF	EE2322A
Y03767	HC-C3YF-1RF	EE351
Y04246	HC-BM5P-3C	EVA2226
Y04246	HC-BM5P-3C	EVA2246
Y04169	HC-B5MP-3C	EVA2281
Y02634	HC-M2YR-2CLEUF	FB102
Y02732	HC-M2YR-2CEUF	FB1061A

Y04252	HC-M2YR-2CEUF	FB1064A
Y02733	HC-M2YR-2CLEUF	FB1066A
Y04253	HC-M2YR-2CLEUF	FB1067A
Y03332	HC-M2YR-2CLEUF	FB1177B
Y04170	HC-M2YR-2CLEUF	FB1196B
Y02719	HC-M2YR-2CLEUF	FB1167B
Y02708	HC-M2YR-2CEUF	FB409
Y04492	HC-M2YR-2CEUF	FB454
Y03043	HC-M2YR-2CEUF	FB99
Y02905	HC-F2YL-2UF	FE11
Y02917	HC-F2YL-2UF	FE229
Y03753	HC-F2YL-2UF	FE282B
Y03827	HC-F2YL-2UF	FE285B
Y03453	HC-F2YL-2UF	FE58
Y04876	HC-C3YF-5F	FR101
Y04725	HC-C3YF-5F	FR185A
Y04726	HC-C3YF-5F	FR186A
Y04829	HC-C3YF-5F	FR187A
Y04830	HC-C3YF-5F	FR188A
Y05110	HC-C3YF-5F	FR192A
Y05111	HC-C3YF-5F	FR193A
Y04971	HC-C3YF-5F	FR206A
Y03814	HC-C3YF-5F	FR207A
Y04878	HC-C3YF-5F	FR39
Y03125	HC-C3YF-5F	FR206A
Y02715	HC-C3YF-5F	FR58
Y04448	HC-C3YF-5F	FR68
Y02716	HC-C3YF-5F	FR72
Y04450	HC-C3YF-5F	FR73
Y04569	HC-C3YF-5F	FR74
Y04449	HC-C3YF-5F	FR78
Y04085	HC-C3YF-5F	FR79
Y04970	HC-C3YF-5F	FR80
Y02600	HC-C3YF-5F	FR82

Y03527	HC-C3YF-5F	FR83
Y04877	HC-C3YF-5F	FR86
Y04570	HC-C3YF-5F	FR87
Y04752	HC-C3YF-5F	FR92
Y05008	HC-C3YF-5F	FR94
Y03605	HC-B4MP-3B	FWA3209
Y03604	HC-B4MP-3B	FWA3201
Y03987	HC-B4MP-3A	FWA3043
Y03902	HC-B4MP-3A	FWA3216
Y03903	HC-B4MP-3A	FWA3217
Y04351	HC-B4MP-3A	FWA3270
Y03911	HC-B4MP-3A	FWA3444
Y03910	HC-B4MP-3A	FWA3445
Y03986	HC-B4MP-3A	FWA3538
Y04352	HC-B4MP-3A	FWA3732
Y04465	HC-B4MP-3A	FWA3760
Y04466	HC-B4MP-3A	FWA3761
Y03647	HC-A6A-3A	GP135
Y03647	HC-A6A-3A	GP135
Y02882	HC-A2VK-2	H238
Y02883	HC-A2VK-2	H2472
Y04864	HC-A2YK-2	H392
Y04863	HC-A2YK-2	H396
Y04979	HC-E4N-3G	HH1739
Y04980	HC-E4N-3G	HH360
Y04977	HC-E4N-3G	HH378
Y04978	HC-E4N-3G	HH379
Y03667	HC-E4N-3	HH43
Y04125	HC-E4A-3J	HJ1050
Y04124	HC-E4A-3J	HJ1079
Y04123	HC-E4A-3J	HJ1213
Y04874	HC-I3YR-1RF	HK127A
Y04597	HC-A2VK-1	J1153
Y04783	BHC-C2YF-2CLKUF	JS11B

Y04687	BHC-C2YF-CLKUF	JS70B
Y04051	HC-82VL-2C	K2624N

Table 2.–McCauley Propellers by P/N and SN

CSE Work Order Number	McCauley Propeller P/N	McCauley Propeller SN
Y04664	D2A34C67-NP	714384
Y04665	D2A34C67-NP	714390
Y03274	D2A34C67-NP	723093
Y04543	D2A34C67-NP	723094
Y02754	D2A34C67-NP	723112
Y04360	D3A32C90-MN	739415
Y02989	2A34C50-NP	743482
Y04285	2A34C203-C	744591
Y04467	D2A34C58-NO	745446
Y04279	3FF32L501-A	757134
Y04278	3FF32C501-A	757204
Y02802	3AF32C87-N	757861
Y04250	3FF32C501-A	761008
Y03294	2A36C23-P-E-G	761063
Y03724	D2A34C67-NP	766297
Y04251	3FF32C501-A	768699
Y03855	D2AF34C81-0	772113
Y04261	B2D34C214	775347
Y03963	B2D34C213	776696
Y04996	B2D34C213-B	783689
Y03060	D3A34C402	785093
Y04396	3FF32C501	787591
Y03058	C2A34C204	788168
Y04100	3AF34C503	793041
Y04183	3AF34C503-B	794440
Y04084	2D34C215	795642
Y02771	B2D34C220	795939
Y03924	3AF34C502	798390

Y03202	2A34C216	798602
Y04255	3AF34C503	798788
Y04663	3AF34C503	798978
Y01682	B2D34C214-A	800359
Y04067	3AF34C502	801561
Y04256	3AF34C502	801583
Y02605	3AF34C502	801584
Y04459	2D34C215	801873
Y04959	3AF32C93-NR	803586
Y04112	3FF32C501A	803966
Y03725	2A34C203-C	805071
Y05013	C2A34C204	805223
Y05053	3AF34C503	805387
Y05052	3AF34C502	805405
Y03297	2AF34C55-0	805970
Y04113	3FF32C501A	806424
Y02575	3FF32C501A	961655
Y03923	2D34C215-B	808006
Y03824	3AF32C509	811678
Y04008	3AF32C508	811912
Y04782	3AF32C509	812482
Y04322	D2AF34C302-A	812874
Y05073	3AF32C509-B	814111
Y05087	3AF32C506	820138
Y02810	3AF32C506	820811
Y02809	3AF32C507	820812
Y03692	C2A34C204-BC	821916
Y04402	3AF32C508	823133
Y02248	3AF32C507	970209
Y05032	3AF32C508-B	840763
Y04033	3AF32C509-B	841002
Y04495	B2D34C213B	851122
Y04397	3FF32C501	860047
Y04680	3AF34C502-B	860142

Y03847	D3A34C403-C	861694
Y04087	3A32C406-C	870695
Y03848	D3A32C90-R	881455
Y01748	D3A32C409	881583
Y05072	3AF32C508-C	890018
Y03723	D2A34C67-0	890108
Y05104	C3D36C415-C	890669
Y05032	D3A32C90-R	890683
Y05034	B3D34C405-C	891388
Y03410	3AF32C508-C	891956
Y04540	3AF34C502	891996
Y04063	2A34C203-B	900028
Y03196	3GFR34C701-DF	900684
Y04653	3A32C406-C	901189
Y03524	B2D3AC207-B	902858
Y04499	3AF32C509-C	911526
Y04498	3AF32C508-C	912012
Y04924	3AF32C509	912323
Y04305	3AF34C502	912386
Y04473	3AF32C508-C	921236
Y04474	3AF32C509-C	921239
Y04099	2D34C215-B	921659
Y04425	3AF32C509-C	930215
Y04991	D3A32C411-C	930228
Y02387	5JFR36C1003	930291
Y02386	5JFR36C1003	930294
Y03011	B2D37C229-B	930318
Y02632	B3D32C419	930644
Y03523	C2A34C204-BC	930703
Y03404	B2D34C213-B	931938
Y03474	4HFR34C762-H	940651
Y04116	3AF32C512-C	941278
Y04117	3AF32C512-C	941284
Y03475	4HFR34C762-H	941528

Y04941	3AF32C515	942101
Y03756	3AF32C515	942106
Y04825	B3D32C419-C	950588
Y04813	3FF34C501A	961655
Y02608	D3A34C403-C	962466
Y04454	3AF32C508-C	962536
Y04757	3AF34C502-C	962541
Y04550	3AF32C509-C	970276
Y02583	3AF32C522	971311
Y02582	3AF32C523	971324
Y05082	B3D36C424-C	980136
Y02914	B2D34C214	980409
Y03894	3AF32C87-R	981955
Y03893	3AF32C87-R	982877
Y02752	B2D34C213	983395
Y03538	B2D34C213-B	983396
Y04137	B3D36C432-C	992420
Y04595	B2D34C214-B	7710604
Y02895	B2D34C213	7710613
Y03403	3AF34C503	7810116
Y04621	D2A34C98-0	7810684
Y05054	3AF34C503	7910085
Y04821	3AF34C503	7910363
Y02889	3AF32C87NR	7910688
Y02890	3AF32C87NR	7910690
Y04721	C2A34C204-C	000679
Y04452	D3A32C88	010463
Y04216	2A34C209	010522
Y04942	3AF32C523	020312
Y05007	2A34C201-C	022421

Unsafe Condition

(d) This AD results from findings that CSE Aviation failed to perform some specific inspections and repairs. We are issuing this AD to detect potentially unsafe conditions that could result in a propeller blade separating from the hub and loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

(f) For propellers listed by SN in Table 1 or Table 2 overhauled or repaired by CSE after November 2003, or overhauled by an FAA-approved propeller repair facility after October 2003, no further action is required.

All Propellers Listed by SN in Table 1 or Table 2

(g) Before further flight, perform a document search of airplane and propeller records to determine if the propeller was involved in a ground strike.

(h) If the propeller was involved in a ground strike, perform the requirements specified in paragraph (j) or paragraph (k) of this AD within 10 flight hours (FH) time-in-service (TIS) after the effective date of this AD, or 2 years after the effective date of this AD, whichever is earlier.

(i) For all propellers listed by SN in Table 1 or Table 2 of this AD, not involved in a ground strike, use the compliance schedule in the following Table 3 to perform the requirements specified in paragraph (j) or paragraph (k) of this AD as applicable.

Table 3 – Compliance Schedule

If the time-since-overhaul (TSO) for the propeller on the effective date of this AD is ...	Then perform the requirements of paragraph (j) or paragraph (k) of this AD within ...
(1) 1,500 FH TSO or more.	200 FH TIS after the effective date of this AD, but do not exceed 2 years after the effective date of this AD.
(2) More than 1,000 FH TSO, but fewer than 1,500 FH TIS.	350 FH TIS after the effective date of this AD, but do not exceed 2 years after the effective date of this AD.
(3) 1,000 FH TSO or fewer.	500 FH TIS after the effective date of this AD, but do not exceed 2 years after the effective date of this AD.

Hartzell Propellers

(j) For Hartzell propellers listed by SN in Table 1 of this AD, do the following:
(1) Disassemble the propeller.
(2) Clean all disassembled propeller parts.
(3) Perform a visual inspection for the following conditions:
(i) Wear or damage such as cracks, corrosion, scratches, or nicks.
(ii) Except for blades installed new at the last CSE maintenance action, examine for:
(A) Bent or damaged pitch change knobs.
(B) Damage in the bore area of the blade shank.
(C) Damage in the blade balance hole.
(iii) Damage that indicates a previous ground strike (if applicable).

(iv) Unacceptable wear or damage in areas where shot peening is required. It is not necessary to strip the paint and corrosion protective coatings from the external surface of the blade. It is also not necessary to perform dimensional measurements on the external surface of the blade unless there is evidence of damage that has occurred since CSE returned the propeller to service.

(v) Confirm that CSE Aviation correctly performed the repairs listed in the manufacturers maintenance manuals. An example of a maintenance manual repair is chamfering of the hub grease fitting hole on Hartzell "Y" shank series propellers.

(4) Perform all Eddy Current inspections applicable.

(5) Repair and replace with serviceable parts, as necessary.

(6) Assemble and test.

(7) Confirm that hubs affected by AD 2001-23-08 are returned to service only on aircraft affected by that AD.

McCauley Propellers

(k) For McCauley propellers listed by SN in Table 2 of this AD, do the following:

(1) Disassemble the propeller.

(2) Clean all disassembled propeller parts.

(3) Perform a visual inspection for the following conditions:

(i) Wear or damage such as cracks, corrosion, scratches or nicks.

(ii) Damage that indicates a previous ground strike (if applicable).

(iii) Unacceptable wear or damage in areas where shot peening is required, paying particular attention to hub internal shot peened surfaces and blade shank peening. It is not necessary to strip the paint and corrosion protective coatings from the external surface of the blade. It is also not necessary to perform dimensional measurements on the external surface of the blade unless there is evidence of damage that has occurred since CSE returned the propeller to service.

(4) Inspect threaded surfaces of threaded blade shanks with a 10X magnifying glass for scratches parallel to retention threads in the thread root of the first four outboard blade threads. If the retention threads are scratched, repair is not allowed.

(5) Confirm that CSE Aviation correctly performed repairs or modifications listed in the manufacturer's maintenance instructions.

(6) Repair and replace with serviceable parts, as necessary.

(7) Assemble and test.

Definitions

(l) For the purposes of this AD:

(1) Overhauling a propeller is not necessary to comply with the requirements specified in paragraph (j) or paragraph (k) of this AD. If you do not overhaul the propeller, the TSO does not change.

(2) Unacceptable wear is wear or damage that can penetrate the shotpeen compressive layer.

Alternative Methods of Compliance

(m) The Manager, Chicago Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(n) The applicable Hartzell Propeller Inc. or McCauley Overhaul Manuals and Service Documents contain information on performing the inspections specified in this AD.

Issued in Burlington, Massachusetts, on November 21, 2006.
Peter A. White,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. E6-20206 Filed 11-28-06; 8:45 am]