

AIRWORTHINESS DIRECTIVE



Aircraft Certification Service
Washington, DC

U.S. Department
of Transportation
**Federal Aviation
Administration**

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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).

2005-14-11 Hartzell Propeller, Inc., McCauley Propeller Systems, and Sensenich Propeller Manufacturing Company, Inc. Propellers: Amendment 39-14188. Docket No. 2003-NE-53-AD.

Effective Date

- (a) This airworthiness directive (AD) becomes effective August 17, 2005.

Affected ADs

- (b) None.

Applicability

- (c) This AD applies to the Hartzell Propeller, Inc., McCauley Propeller Systems, and Sensenich Propeller Manufacturing Company, Inc. propeller models last returned to service by Southern California Propeller Service of Inglewood, CA., listed in the following Table 1:

TABLE 1.—APPLICABLE PROPELLER MODELS	
Hartzell Propeller, Inc.	
()HC-()(2,3,4)Y()-().	
()HC-()(2,3,4)(X,V,MV,W,Z,P,R) (F,G,L,K,R,20,30,31)-().	
()HA-()-().	
HC-B(3,4)(M,P,R,T)(A,N,P)-().	
HC-(D,E)(4,5)(A,B,N,P)-().	
McCauley Propeller Systems	
()2()3()C()()-(): All constant speed two-bladed propeller models.	
()3()3()C()()-(): All constant speed three-bladed propeller models.	
1()()()()-(): All metal propeller models.	
Sensenich Propeller Manufacturing Company, Inc.	
All metal propeller models.	

- (d) These actions are against propeller models returned to service by Southern California Propeller Service. Southern California Propeller Service is not to be confused with propeller repair stations known as California Propeller or as Propeller Service of California. Southern California Propeller Service was issued Air Agency Certificate number of VXS617L in 1992, which was revoked in June of 1998.

(e) For Hartzell and McCauley propeller models listed in Table 1 of this AD, any letter or number (or lack of a letter or number) could appear where open parentheses are shown in the model number. Model numbers could show any combination of letters or numbers where the model number shows parentheses with a series of numbers or letters.

(f) For propeller models listed in Table 1 of this AD, that have been overhauled since being returned to service by Southern California Propeller Service by an authorized repair station other than Southern California Propeller Service, no further action is required.

Unsafe Condition

(g) This AD results from the investigation of a failed propeller blade and subsequent inspections of various propeller models returned to service by Southern California Propeller Service, of Inglewood, CA. We are issuing this AD to prevent blade failure that could result in separation of a propeller blade and loss of control of the airplane.

Compliance

(h) You are responsible for having the actions required by this AD performed within 10 hours time-in-service after the effective date of this AD.

Required Actions

(i) Perform the actions specified in paragraph (j) of this AD on propeller models listed in Table 1 of this AD. You can find information on performing the actions in the applicable propeller manufacturer's service documentation.

(j) Perform the following actions:

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

Alternative Methods of Compliance

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

Special Flight Permits

(l) Under 14 CFR 39.23, we are limiting the special flight permits for this AD by not allowing any flights with apparent cracks in propellers.

Related Information

(m) Special Airworthiness Information Bulletin No. NE-01-19, dated March 20, 2001, pertains to the subject of this AD.

Issued in Burlington, Massachusetts, on July 5, 2005.

Francis A. Favara,

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

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