

65-21-04

Amendment 39-132 Part 39 Federal Register September 4, 1965, as amended by Amendment 39-1342.

Applies to Models HC-12X20-7 and -8 Propellers Installed on but not limited to Navion, Navion A, Beech 35, Bellanca, Stinson L-5, and Stinson 108 Airplanes.

Compliance required as indicated.

To prevent further failures of the A-38 propeller bearing, accomplish the following:

- (a) Unless already accomplished, within the next 100 hours' time in service after the effective date of this AD:
 - (1) Inspect and replace as necessary each A-38 bearing in accordance with Hartzell Service Bulletin No. 82, dated April 27, 1962, revised June 2, 1965, or later FAA-approved revision.
 - (2) Replace each A-38 bearing having a riveted cage with an A-38 bearing having a crimped cage or with an A-83B bearing having a Bakelite cage in accordance with Hartzell Service Bulletin No. 82, dated April 27, 1962, revision June 2, 1965, or later FAA-approved revision.
 - (3) Identify propellers modified in accordance with this paragraph by painting a 3/4-inch diameter white spot on the front face of the propeller piston.
- (b) Bearing lubrication and maintenance:
 - (1) Grease the A-38 propeller control bearing within the next 100 hours in service after the effective date of this AD, and thereafter not to exceed 100 hours in service from the last greasing.
 - (2) Propellers which are installed on aircraft which have not been flown for a calendar period of two months or more, but less than six months, grease the A-38 control bearing prior to further flight.
 - (3) Propellers which are installed on aircraft which have not been flown for a calendar period of six months or more, must be removed prior to further flight. Inspect the A-38 control bearing for rust, replace as necessary and grease in accordance with Hartzell Bulletin No. 82 Addendum No. 1 dated 27 May 1971, No. 82 revised 2 June 1965 or equivalent inspection approved by the Chief, Engineering and Manufacturing Branch, Eastern Region. Also, inspect B-119 rubber diaphragm for cracking and replace if necessary in accordance with Service Letter 48 dated 20 April 1967, or equivalent inspection approved by the Chief, Engineering and Manufacturing Branch, Eastern Region.

(Hartzell Bulletins No. 82 revised 2 June 1965, No. 82 Addendum No. 1 dated 27 May 1971, Service Letter No. 48 dated 20 April 1967 and Manual 100D pertain to this subject.)

Amendment 39-132 was effective October 4, 1965.

This amendment 39-1342 is effective November 30, 1971.