

**72-08-04**

Amendment 39-1427.

Applies to all models of Hartzell T10173( ) and T10176( ) type blades including serial numbers listed below installed on Hartzell HC-B3TN-2, HC-B3TN-3, HC-B3TN- 5, HC-B3TF-7, and HC-B4TN-3 series propellers used on United Aircraft of Canada PT6A-, AiResearch TPE331- and Allison 250-B type engines.

**Blade Serial Numbers**

All serial numbers without prefix letters, all serial numbers prefixed with letter "A" and all serial numbers with prefix letter "B" up to serial No. B85887, except for the following serial numbers:

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
B40828	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	B79454	B82694	B84243
B63036	B80547	B82699	B84245
B63039	B80548	B82706	B84254
B63122	B80553	B82710	B84294
B63127	B80698	B82711	
B63131	B80715	B82876	
B63294	B80717	B82878	

Compliance required as indicated, unless already accomplished.

- A. To prevent propeller blade failures, accomplish the following:
1. Propellers with a total of 1400 or more hours in service, inspect in accordance with paragraph (A)(5) within the next 100 hours in service after the effective date of this directive. If no cracks are found, shot peen propeller blade balance hole and service in accordance with Hartzell Bulletin No. 97, dated 1 December 1971, or equivalent procedure approved by the Chief, Engineering and Manufacturing Branch, Eastern Region.
  2. Propellers with less than 1400 total hours in service, inspect in accordance with paragraph (A)(5) prior to the accumulation of 1500 total hours in service. If no cracks are found, shot peen propeller blade balance hole and service in accordance with Hartzell Bulletin No. 97, dated 1 December 1971, or equivalent procedure approved by the Chief, Engineering and Manufacturing Branch, Eastern Region.
  3. Propellers whose total hours in service are unknown will be assumed to have a total of 1400 hours minimum and thus fall within the requirements for inspection and shot peening in accordance with to this paragraph (A)(1).
  4. Propellers whose total time in service is unknown, inspect each blade for cracks by dye penetrant method or an equivalent method approved by the Chief, Engineering and Manufacturing Branch, Eastern Region, in the area of 2 to 6 inches outboard of the blade clamp (excluding the de-icers), within the next 15 hours' time in service after the effective date of this directive. Reinspect every 15 hours' time in service from last inspection until the inspection and shot peening requirements in accordance with paragraph (A)(1) are accomplished. If a cracked blade is found, remove and replace propeller before further flight with a propeller having blades to which this AD does not apply or have been inspected and altered in accordance with this directive.
  5. Remove propeller from the aircraft and remove blades from hub. If lead wool is installed in balance hole, remove in accordance with Hartzell Bulletin No. 97 dated 1 December 1971, or equivalent procedure approved by the Chief, Engineering and Manufacturing Branch, Eastern Region. Inspect interior surfaces of balance hole for cracks in accordance with Hartzell Bulletin No. 97, Appendix "B", dated 1 December 1971, or equivalent procedure approved by the Chief, Engineering and Manufacturing Branch, Eastern Region. Replace any cracked blades before flight with blades to which this AD does not apply or which have been inspected and altered in accordance with this directive.
- B. Propeller blade retirement for Beech 99 and A99 type aircraft. This applies only to blades affected by this directive.
1. Within 1500 hours' time in service after accomplishment of the inspection and shot peening requirements in accordance with paragraph (A)(1), remove the propeller(s) from the aircraft. Remove the blades from the hub, and replace with T10173-Category II type blades in accordance with instructions in Hartzell Overhaul Manual 118. Replaced blades must be retired from any further service in aircraft.
  2. Propellers which have not been inspected and shot peened in accordance with paragraph (A)(2) as of the effective date of this directive may comply with the blade replacement requirements of paragraph (B)(1), in lieu of compliance with the requirements in paragraph (A)(2).

(Hartzell Letter to Propeller Repair Stations dated 21 January 1972 pertains subject.)

This AD supersedes AD 71-26-04.

This amendment is effective April 11, 1972.