98-17-04

Amendment 39-10706

Docket 98-ANE-53-AD

Applicability: Hartzell Propeller Inc. HC-E4A-3(A,I,J) series propellers, with serial numbers (S/Ns) HJ1 through HJ1040, that have been previously overhauled or have had a counterweight clamp bolt removed for any reason. These propellers are 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 propeller blade counterweight clamp bolt hole thread failure, which can result in counterweight and propeller blade separation, and possible damage to the aircraft, accomplish the following:

(a)   Perform a one-time inspection of the propeller blade counterweight clamps for thread damage in the bolt holes in accordance with the Accomplishment Instructions of Hartzell Propeller Inc. Alert Service Bulletin (ASB) No. HC-ASB-61-237, dated July 17, 1998, as follows:
  (1)   For propellers with 2,500 or more hours time in service (TIS) since last overhaul, inspect within 300 hours time in service (TIS), or 45 days after the effective date of this AD, whichever occurs first.
  (2)   For all other propellers inspect within 600 hours TIS, or 90 days after the effective date of this AD, whichever occurs first.
  (3)   For propeller blade counterweight clamps that do not meet the return to service criteria stated in the ASB, prior to further flight remove from service propeller blade counterweight clamps and replace and reassemble with serviceable parts in accordance with the ASB.
  (4)   For propeller blade counterweight clamps that meet the return to service criteria stated in the ASB, reassemble in accordance with the ASB.

(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. service documents:

Document No.	**Pages**	**Date**
HC-ASB-61-237 Total pages: 20.	1-20	July 17, 1998

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 August 31, 1998.