

## **85-14-10 R2**

Amendment 39- 5098, as amended by 39- 5334, is further amended by Amendment 39-5414.

Applies to all Hartzell Model ( )HC- ( ) (X,V) series propellers with Hartzell Part Number C-3-( ) blade clamp assemblies.

Compliance required within the next 60 days after the effective date of Amendment 39-5414, unless already accomplished.

To prevent propeller blade clamp failure, accomplish the following:

- (a) Replace all propeller blade clamp assemblies which have serial numbers ranging from 0 through D5293 with airworthy clamp assemblies, or inspect as follows:
  - (1) Visually inspect the internal, inboard radius area of the clamp, especially next to the clamp bolt hole, for corrosion. Remove from service all clamps showing signs of corrosion (rework is not permitted) and replace with airworthy clamp assemblies.
  - (2) Magnetic particle inspect all internal and external surfaces of the clamp for evidence of cracks in accordance with Hartzell Specification No. H-S-7 dated August 4, 1981, or FAA approved equivalent. Replace all cracked clamps with airworthy clamp assemblies.
  - (3) Penetrant inspect all external surfaces of the blade clamp assemblies within 100 hours since inspection in Paragraphs (a)(1) and (2) above and at intervals not to exceed 100 hours since last inspection. Replace all clamps showing signs of cracks with airworthy clamp assemblies.
- (b) Replace all propeller blade clamp assemblies which have mismatching serial numbers on each clamp half or which have unreadable serial numbers with airworthy clamp assemblies.
- (c) Accomplish the following on all blade clamp assemblies which have serial numbers ranging from D5294 through K6336 in accordance with Hartzell Service Instruction No. 159B dated May 23, 1986, or FAA approved equivalent:
  - (1) Using a 10x power magnifying glass, visually inspect the inner bearing race radius, especially next to the inner clamp bolt hole, for defects in the form of corrosion, tool marks, gouges, scratches, etc.
  - (2) Remove all evidence of defects in the clamp inner bearing race radius. Replace all reworked clamps that exceed the rework limitations defined in the Service Instruction with airworthy clamp assemblies or return to Hartzell for further evaluation.
  - (3) Magnetic particle inspect the clamp for evidence of cracks. Replace all cracked clamps with airworthy clamp assemblies.
  - (4) Replate all reworked clamps.

**NOTE:** Compliance with Amendment 39-5098 constitutes compliance with this AD.

Aircraft may be ferried in accordance with the provisions of Federal Aviation Regulations 21.197 and 21.199 to a base where the AD can be accomplished.

Upon request, an equivalent means of compliance with the requirements of this AD may be approved by the Manager, Chicago Aircraft Certification Office, FAA, Central Region.

Hartzell Service Instruction No. 159B dated May 23, 1986, and Hartzell Specification No. H-S-7 dated August 4, 1981, are incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1). All persons affected by this directive who have not already received these documents from the manufacturer may obtain copies upon request to Hartzell Propeller Products Division, TRW Aircraft Components Group, 350 Washington Avenue, Piqua, Ohio 45356. These documents also may be examined at the Office of Regional Counsel, FAA, Attn: Rules Docket No. 84-ANE-24, 12 New England Executive Park, Burlington, Massachusetts 01803, weekdays, except Federal holidays, between 8:00 a.m. and 4:30 p.m.

This amendment amends Amendment 39-5098, (50 FR 30417), AD 85-14- 10, as amended by Amendment 39-5334, (51 FR 23732), AD 85-14-10 R1.

This amendment, 39-5414, becomes effective on September 25, 1986.