

## Summary of Other FAA Notifications

<u>Document No.</u>	<u>Document Type</u>	<u>Description</u>
<b><u>SA090</u></b>	NTSB Safety Alert	Aluminum Propeller Blades: Prevent fractures with proper inspections and maintenance.
<b><u>AC-20-37E</u></b>	FAA Advisory Circular	This advisory circular (AC) provides information and describes Maintenance procedures for service personnel to minimize failures and extend the service life of aluminum alloy aircraft propellers.
<b><u>No. 97-012</u></b>	Unapproved Parts Notification	The purpose of this notification is to advise all aircraft owners, operators, maintenance organizations, parts suppliers, and distributors regarding propellers improperly maintained, altered, or approved for return to service by Thunderbird Propellers, Inc. (Thunderbird), 5410 N. Rockwell, Bethany, OK 73008. Thunderbird previously held Air Agency Certificate No. IG2R897K.
<b><u>No. 99-147</u></b>	Unapproved Parts Notification	This notice is to advise all aircraft owners, operators, maintenance entities, and parts suppliers and distributors that certain Hartzell aluminum propeller blades overhauled by Precision Propeller, Inc. (Air Agency Certificate #AZER344C), Tuscaloosa, Alabama, may not have been overhauled in accordance with the manufacturer's overhaul manual. Evidence also exists that during maintenance or overhaul of Hartzell propellers, Precision Propeller, Inc., did not accomplish all requirements of Airworthiness Directive (AD) 77-12-06 and Hartzell Service Bulletin 118D.
<b><u>No. 2003-00142</u></b>	Unapproved Parts Notification	The purpose of this notification is to advise all aircraft owners, operators, manufacturers, maintenance organizations, and parts distributors regarding propellers maintained by T and W Propellers, Inc. (T and W), 7000 Merrill Avenue, Building E3, #50, Chino, CA 91710. T and W previously held Air Agency Certificate No. T6WR776N.

<u>Document No.</u>	<u>Document Type</u>	<u>Description</u>
<b><u>No. 2004-00041</u></b>	Unapproved Parts Notification	The purpose of this notification is to advise all aircraft owners, operators, maintenance organizations, parts suppliers, and distributors regarding propellers improperly maintained, altered, or approved for return to service by Millennium Propeller Systems, Inc. (Millennium), located at 780 Ferris Road, Hanger 105, Lancaster, TX 75146
<b><u>No. 2004-00120</u></b>	Unapproved Parts Notification	The purpose of this notification is to advise all aircraft owners, operators, maintenance organizations, manufacturers, and parts distributors regarding improper maintenance performed on aircraft propellers and propeller governors. Between December 2003 and May 2004, Prop Center, located at 1985 North Marshall Avenue, #107, El Cajon, CA 92020, improperly maintained and approved for return to service propellers and propeller governors applicable to various types of aircraft. Prop Center previously held Air Agency Certificate No. PC7R081J, with limited propeller and accessory ratings.
<b><u>No. 2004-00146</u></b>	Unapproved Parts Notification	The purpose of this notification is to advise all aircraft owners, operators, maintenance organizations, parts suppliers, and distributors regarding propellers improperly maintained, altered, or approved for return to service by Oxford Aviation Services, Limited, d/b/a CSE Aviation (CSE), located at Oxford, Airport, Kidlington, Oxford, OX5 1RA, United Kingdom
<b><u>No. ANE-99-23</u></b>	Special Airworthiness Information Bulletin	The purpose of this Special Airworthiness Information Bulletin (SAIB) is to alert owners/operators of Piper PA-44-180 and Raytheon (Beech) 76 aircraft of possible hub arm failure. This SAIB is issued for informational purposes only and any recommendation for corrective action is not mandatory.

<u>Document No.</u>	<u>Document Type</u>	<u>Description</u>
<u>No. ACE-99-35</u>	Special Airworthiness Information Bulletin	<p>A recent propeller repair station audit has revealed that certain blade face alignment, chordwise and thickness inspections were not properly accomplished in accordance with the manufacturer's propeller overhaul manual procedures. This discovery has prompted an investigation to gather data so that it can be determined whether an airworthiness directive is required. There have been no reports of propeller failures; however, a propeller blade failure can result in the loss of aircraft control. This is considered a significant safety issue and all owners/operators are requested to report any problems with propellers that were overhauled by Santa Monica Propeller Service, Inc. between the dates January 1997 to March 1999. Santa Monica PropellerService, Inc. is located at 3135 Donald Douglas Loop South, Santa Monica, California 90405; Telephone (310) 390-6233, (800) 421-9995, Facsimile (310) 398-3471. This Special Airworthiness Information Bulletin (SAIB) is applicable to owners/operators of all Hartzell and McCauley Propeller models that have had their respective propellers overhauled by Santa Monica Propeller Service, Inc during this time period. Please review the attached compiled listing of identified propeller models and serial numbers to determine if this SAIB is applicable. This is not an exhaustive list as there may be other propellers that were overhauled by Santa Monica Propeller Service, Inc. not listed in this SAIB.</p>

<u>Document No.</u>	<u>Document Type</u>	<u>Description</u>
<b><u>No. NE-01-19</u></b>	Special Airworthiness Information Bulletin	The FAA revoked Southern California Propeller Service's (SCPS) certificate (# VXSR617L) as a propeller repair station, on June 16, 1998, for performing improper maintenance and overhauls. These improper overhauls show corrosion signs, which could serve as the point of origin for cracks, and fatigue cracks that could propagate to blade failure, resulting in the loss of aircraft control.
<b><u>No. NE-06-13</u></b>	Special Airworthiness Information Bulletin	This Special Airworthiness Information Bulletin (SAIB) alerts you, owners, operators, pilots, mechanics, and certificated repair facilities of all turboprop airplanes using propellers with four or more blades, to check propeller idle RPM settings and any propeller RPM restrictions or limitations, and to adhere to the propeller RPM restrictions or limitations. We recently learned of several turboprop aircraft with engine idle speeds set within the propeller restricted RPM range, which could become a potential safety of flight issue.
<b><u>No. NE-07-53</u></b>	Special Airworthiness Information Bulletin	This Special Airworthiness Information Bulletin (SAIB) alerts you, owners, operators, and certificated repair facilities of any aircraft equipped with any propeller, inspected or overhauled by Desert Aircraft Blade Service (Air Agency Certificate No. D9BR993J), of potential propeller nonconformities that might exist. A field service difficulty report concerning two Hartzell Propeller Inc. model HC-92ZK-2B two-bladed propellers (S/Ns 1349F and 1350F) installed on a Piper PA-23-23 airplane. The airplane was ground run and the mechanic noted there was an unusual vibration.

<u>Document No.</u>	<u>Document Type</u>	<u>Description</u>
<b><u>NE-08-18</u></b>	Special Airworthiness Information Bulletin	This Special Airworthiness Information Bulletin (SAIB) alerts you, owners, operators, pilots, mechanics, and certificated repair facilities of the potential for propeller failure due to high vibratory stress induced by worn or improper engine crankshaft dampers.
<b><u>NE-08-19</u></b>	Special Airworthiness Information Bulletin	This Special Airworthiness Information Bulletin (SAIB) alerts you, owners, operators, pilots, mechanics, and certificated repair stations of concerns for potential propeller failures, aircraft damage, and potential loss of aircraft control for certain untested propellers installed on experimental aircraft.
<b><u>NE-08-20</u></b>	Special Airworthiness Information Bulletin	This Special Airworthiness Information Bulletin (SAIB) alerts owners, operators, pilots, mechanics, and certificated repair facilities of concerns for possible failures of variable pitch propellers due to inadequate propeller maintenance.
<b><u>NE-08-21</u></b>	Special Airworthiness Information Bulletin	This Special Airworthiness Information Bulletin (SAIB) alerts you, owners, operators, pilots, mechanics, and certificated repair facilities of the potential for propeller failures on piston engine aircraft due to prolonged operation in a restricted RPM (revolutions per minute) range as a result of inaccurate tachometers, missing or improper tachometer markings, or missing or improper instrument panel placards.
<b><u>NE-08-22</u></b>	Special Airworthiness Information Bulletin	This Special Airworthiness Information Bulletin (SAIB) alerts you, owners, operators, mechanics, and certificated repair stations of recommended procedures for a "propeller search inspection" or "general visual inspection" and performance of "cosmetic repairs".

<u>Document No.</u>	<u>Document Type</u>	<u>Description</u>
<b><u>NE-09-48</u></b>	Special Airworthiness Information Bulletin	<p>This Special Airworthiness Information Bulletin (SAIB) alerts you, (owners, operators, and certificated repair facilities) of any propeller, or any propeller component parts, repaired, inspected, or overhauled by Western Aircraft Propeller Service, Inc. (Air Agency Certificate #FQ6R544N) of potential nonconformities that might exist. We have received field service difficulty reports concerning two Hartzell Propeller, Inc. model PHC-C3YF-2UF (S/Ns EB1176 and EB1178) propellers installed on a Hawker Beechcraft Baron Model E55 airplane. We evaluated the propellers based on an owner complaint that his propellers were improperly overhauled. At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Regulations (14 CFR) part 39.</p>

<u>Document No.</u>	<u>Document Type</u>	<u>Description</u>
<b><u>NE-09-48 Rev. 1</u></b>	Special Airworthiness Information Bulletin	<p>This revised Special Airworthiness Information Bulletin (SAIB) alerts you, owners, operators, and certificated repair facilities, of any propeller, or any propeller component parts, repaired, inspected, or overhauled by Western Aircraft Propeller Service, Inc. (WAP) (Air Agency Certificate #FQ6R544N) of a revision to SAIB NE-09-48. At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive action under Title 14 of the Code of Federal Regulations (14 CFR) part 39. Since the original SAIB was issued, WAP worked diligently to address the concerns reflected in SAIB NE-09-48 by recertifying its personnel in Non-Destructive Testing and calibrating some of its instruments. As of the date of this SAIB revision, the FAA has found that WAP is fully qualified to exercise the privileges of its former limited ratings for McCauley 200/300/400 series threadless compact propellers and for non-destructive inspection, testing, and processing. Furthermore, the FAA has issued a limited propeller rating to WAP that recognizes WAP's authority to use a capability list, and has revised WAP's Operations Specifications accordingly. Capability list authority provides WAP with the immediate ability to add articles to its capability list in accordance with its FAA-accepted manual procedures.</p>

<u>Document No.</u>	<u>Document Type</u>	<u>Description</u>
<b><u>CE-06-62</u></b>	Special Airworthiness Information Bulletin	This Special Airworthiness Information Bulletin (SAIB) alerts you of an airworthiness concern regarding Piper Models PA-28R-200 Arrow, serial numbers 28R-35001 through 28R-35820 or 28R-7135001 through 28R-7135229; and PA-28R-200 Arrow II serial numbers 28R-7235001 through 28R-7635545 airplanes. This SAIB explains and clarifies information between the requirements of AD 2002-09-08 and Piper Service Bulletin 1164 concerning remarking of the tachometer to avoid continuous operation between 2,000 and 2,350 revolutions per minute (rpm).
<b><u>CE-10-21</u></b>	Special Airworthiness Information Bulletin	This Special Airworthiness Information Bulletin (SAIB) alerts operators, pilots, and aircraft manufacturers of concerns for an optimum response to a propeller overspeed in piston engine aircraft with variable pitch propellers. At this time, the airworthiness concern is not an unsafe condition that would warrant airworthiness directive (AD) action under Title 14 of the Code of Federal Aviation Regulations (14 CFR) part 39.
<b><u>CE-10-25</u></b>	Special Airworthiness Information Bulletin	This Special Airworthiness Information Bulletin (SAIB) alerts type certificate, amended type certificate, and supplemental type certificate applicants of an airworthiness concern regarding the issue of fluid flammability for TKS fluid.
<b><u>NE-13-32</u></b>	Special Airworthiness Information Bulletin	This Special Airworthiness Information Bulletin alerts you, owners, operators, and certificated repair facilities of Piper PA-24, Piper PA-28R-180, Piper PA-28R-200, and Mooney M20( ) airplanes, except for the Mooney M20(J), equipped with Hartzell Propeller spinner assemblies, part numbers (P/N) 835-54(P) or 835-58(P), of the potential for cracking of the spinner dome which could lead to failure and liberation of the spinner.