LUFTFARTSVERKET
Luftfartsinspektionen

LUFTVÄRDIGHETSDIREKTIV (LVD)

F. Propeller
McCauley
LVD Nr 2932
Upphäver LVD 2264

Sektion 2. Utlandstillverkad flygmateriel

TITEL: **Sprickkontroll och modifiering av propellerblad och nav**

GÄLLER: McCauley modeller 2A36C23/84B-0 och 2A36C82/84B-2 constant speed propellrar installerade på men ej begränsade till flygplan nämnda i FAA Airworthiness Directive (AD) No. 98-25-13 (se bilaga).

ÅTGÄRD: Utför åtgärder angivna i FAA AD 98-25-13

TID FÖR ÅTGÄRD: Inom tider angivna i FAA AD 98-25-13

UNDERLAG: FAA AD 98-25-13 och där angivet underlag

REFERENS: FAA AD 98-25-13

BESLUTSDATUM: 1999-01-12

LFS 1999:5

Åtgärder enligt LVD utgör nödvändig förutsättning för ifrågavarande flygmateriels luftvärdighet. Referens BCL M 1.11.
Anteckning om åtgärd, som vidtagits i enlighet med LVD, skall införas i teknisk journal för berörd flygmateriel med hänvisning till ifrågavarande LVD-nummer. Angivet underlag refererar till senast gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.

Postadress	Gatuadress	Telefonnummer	Telegram	Telex
			Civilair	
601 79 NORRKÖPING	Vikboplan 11	011-192000	Norrköping	62450

AIRWORTHINESS DIRECTIVE

REGULATORY SUPPORT DIVISION
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department
of Transportation
Federal Aviation
Administration

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

98-25-13 McCauley Propeller Systems: Amendment 39-10939. Docket No. 98-ANE-34-AD. Supersedes AD 89-26-08.

Applicability: McCauley Propeller Systems (formerly McCauley Accessory Division, The Cessna Aircraft Company) Models 2A36C23/84B-0 and 2A36C82/84B-2 propellers installed on, but not limited to, Raytheon (formerly Beech) 35-B33, 35-A33, 35-33, 35-C33, 35-C33A, 36, A36, A45, E33, E33A, E33C, F33, F33A, F33C, G33, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B Model aircraft, and S35, V35, V35A, V35B series aircraft.

Note 1: This 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 (f) 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 possible cracks in the propeller blade threaded retention area from progressing to blade separation, which can result in loss of aircraft control, accomplish the following penetrant inspection and modification of the below listed hub models, in accordance with the compliance schedule as indicated, in which hours refer to time-in-service:

PROPELLER HUB MODEL 2A36C23-( )-( ), REGARDLESS OF BLADE MODEL TYPE INSTALLED ON FLIGHT TRAINING AIRPLANES AND/OR ACROBATIC CATEGORY AIRPLANES	**COMPLIANCE SCHEDULE OF PROPELLER INSPECTION AND MODIFICATION**
Greater than 400 hours or 59 calendar months since last overhaul/penetrant inspection or installed new; or prior time-in-service unknown.	Within the next 100 hours or one (1) calendar month after the effective date of this AD, whichever occurs first.
Less than or equal to both 400 hours and 59 calendar months since last overhaul/penetrant inspection or installed new.	Prior to the accumulation of 500 hours or 60 calendar months since last overhaul/penetrant inspection or installed new, whichever occurs first.
PROPELLER HUB MODEL 2A36C23-( )-( ), REGARDLESS OF BLADE MODEL, INSTALLED ON OTHER THAN FLIGHT TRAINING AIRPLANES AND/OR ACROBATIC CATEGORY AIRPLANES	**COMPLIANCE SCHEDULE OF PROPELLER INSPECTION AND MODIFICATION**
Greater than 900 hours or 59 calendar months since last overhaul/penetrant inspection or installed new; time-in-service unknown.	Within the next 200 hours, or at the next annual inspection, or within 12 calendar months after the effective AD, whichever occurs first.
Less than or equal to both 900 hours and 59 calendar months since last overhaul/penetrant inspection or installed new.	Prior to the accumulation of 1100 hours or 60 calendar months since last overhaul/penetrant inspection or installed new, whichever occurs first.

PROPELLER HUB MODEL2A36C82-( )-( ), REGARDLESS OF BLADE MODEL INSTALLED ON ALL CATEGORY AIRPLANES	COMPLIANCE SCHEDULE OF PROPELLER INSPECTION AND MODIFICATION
Greater than 1300 hours or 59 calendar months since last overhaul/penetrant inspection or installed new; prior time-in service unknown.	Within the next 200 hours, or at the next annual inspection, or within 12 calendar months after the effective date of this AD, whichever occurs first.
Less than or equal to both 1300 hours and 59 calendar months since last overhaul/penetrant inspection or installed new.	Prior to the accumulation of1500 hours or 60 calendar months since last overhaul/penetrant inspection or installed new, whichever occurs first.

Note 2: The parentheses used in the above list indicate the presence or absence of an additional letter(s) which vary the basic hub model designation. These letter(s) define minor changes that do not affect interchangeability or eligibility, and therefore, this AD still applies regardless of whether these letters are present or absent on the hub model designation.

Note 3: For propellers which have incorporated an oil-filled configuration with red dye and have been designated as hub Model 2A36C23-( )-G or Model 2A36C82-( )-G at initial production; or prior manufactured propellers which have been modified to an oil-filled configuration with red dye and reidentified as hub Model 2A36C23-( )-( )G or Model 2A36C82-( )-( )G, this airworthiness directive (AD) requires compliance with paragraph (d) only.

Note 4: Flight training airplanes for purposes of complying with this AD are defined as airplanes which are used currently for flight training instruction.

Note 5: The "calendar month" compliance times stated in this AD allow the performance of the required action to be extended to the last day of the month in which compliance is required. Example, a required inspection and modification of 60 months from last overhaul/penetrant inspection that was performed on December 15, 1985, would allow the penetrant inspection and modification to be performed no later than December 31, 1990.

(a) Perform disassembly in accordance with McCauley Service Letter (SL) 1989-5, dated November 14, 1989, and penetrant inspect for cracks in the propeller blade threaded retention area in accordance with McCauley Service Manual No. 720415, Revision No. 1, dated May 1972, Chapter I, Page 4-6, Paragraph 4-6.

(b) If any indication of a crack is found, prior to further flight, remove propeller assembly and replace with a serviceable unit, complying with paragraph (c) below, or an equivalent initial production oil filled hub Model with red dye.

(c) Modify propeller hub assembly Model 2A36C23-( )-( ) to Model 2A36C23-( )-( )G, and Model 2A36C82-( )-( ) to Model 2A36C82-( )-( )G, as appropriate to contain oil with a red dye and reidentify in accordance with McCauley SL 1989-5, dated November 14, 1989.

Note 6: The modification of the propeller hub assembly to contain oil with a red dye provides an "on-condition" (in-service) means of early crack detection to prevent a blade separation and also improves lubrication and corrosion protection.

(d) If red dye is observed in service on hub Models in compliance with paragraph (c), or on an equivalent initial production oil filled hub Model with red dye, before further flight, or if in flight land as soon as practicable, as applicable, determine source of leakage in accordance with McCauley SL 1989-5, dated November 14, 1989. In the event the inspection reveals a crack, remove propeller assembly and replace with a serviceable oil filled hub Model with red dye.

(e) Report in writing any cracks found to the Manager, Chicago Aircraft Certification Office, within ten (10) days of the inspection. Reporting approved by the Office of Management and Budget under OMB No. 2120-0056.

(f) 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 7: 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.

(g) 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.

(h) The actions required by this AD shall be accomplished in accordance with the following McCauley service documents:

Document No.	Page	Date
Service Letter 1989-5A		
Cover	1	July 16, 1990
Section A	1-4	July 16, 1990
Section B	1	July 16, 1990
Section C	1	July 16, 1990
Section D	1-3	July 16, 1990
Section E	1-6	July 16, 1990
Section F	1-8	July 16, 1990
Section G	1	July 16, 1990
Section H	1,2	July 16, 1990
Section I	1	July 16, 1990
Total Pages: 28.		
Service Manual 720415, Chapter 1	4-6	Undated
Total Pages: 1.		

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 McCauley Propeller Systems, 3535 McCauley Dr., PO Drawer 5053, Vandalia, OH 45377; telephone (937) 890-5246, fax (937) 890-6001. 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.

(i) This amendment supersedes priority letter AD 89-26-08, issued December 20, 1989.

(j) This amendment becomes effective on January 4, 1999.

FOR FURTHER INFORMATION CONTACT: Tim Smyth, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone (847) 294-7132 ; fax (847) 294-7834.