HAMILTON

45/57 Gäller: **Hamilton Standard** propellerblad av aluminiumlegering på Hydromatic propeller.

Åtgärd: Luftfartsstyrelsen föreskriver att åtgärder skola vidtagas i enlighet med vad som föreskrives i CAA Airworthiness Directive No 57-13-5 med ändring enligt No 57-20, nämligen följande:
Applies to all Hamilton Standard aluminum alloy blades used in Hydromatic (noncounter weight type) propellers, with the exception of blades with integrally molded chafing rings (refer Hamilton Standard Service Bulletin No 508) and with the exception of those blades already incorporating corrosion barriers installed in accordance with Service Bulletins Nos 390, 414 and 414a, provided this corrosion barrier is in good condition.
Compliance required as noted:

1. At each removal of propeller blade from hub after December 1, 1957, inspect for corrosion the shank area of blades not incorporating a corrosion barrier. Operators who have experienced corrosion in the shank area of any blade in the past five years and those who find corrosion during the above inspection must install the corrosion barrier except as outlined in 2.
2. Prior to December 1, 1957, or 450 hours of operating time after July 1, 1957, whichever comes first, for blades installed on P & W R-2800 "B" type engines (refer CAA Engine Listing) in C-46 aircraft.
Investigation of a recently failed blade revealed the existences of severe corrosion in the seal area at the shank. This blade did not incorporate a corrosion barrier as recommended by the manufacturer's Service Bulletins, Nos 390 and 414A. In order to minimize the possibility of additional blade failures due to corrosion in the shank area, disassemble the propeller and inspect this area in accordance with Hamilton Standard Service Bulletin No 508. If no corrosion is present and none is suspected, install the corrosion barrier on each blade in accordance with the instructions contained in the bulletin. If corrosion, pitting, staining, or other conditions indicating chemical attack on the basic blade material are found, rework the shank area in accordance with the instructions contained in the bulletin. Remove from service any blade reworked below the minimum shank diameters tabulated in the bulletin. Install the corrosion barrier of each acceptable blade prior to assembly of the propeller.
(Hamilton Standard Service Bulletin No 508 covers this same subject.)

33/58 Gäller: Alla ytbehandlade (kulblästrade och/eller valsade, inkluderande nickelpläterade) propellerblad av aluminium av typ **Hamilton Standard** och ingående i serierna 6800, 6900 och 7000, således 6801 o s v.

Tid för åtgärd: Vid första propelleröversyn efter den 1 januari 1959 och därefter vid varje propelleröversyn.

Åtgärd: Luftfartsstyrelsen föreskriver att åtgärder skola vidtagas på ovan angivna propellerblad i enlighet med vad som föreskrives i CAA Airworthiness Directive nr 58-22-1, nämligen följande:
Two surface-treated aluminum alloy blades have fractured during operation. Blade bending may have, depending on the circumstances surrounding the incident, a serious detrimental effect on the fatigue strength of a blade. Therefore, it is considered necessary to establish a means to detect and evaluate instances of unrecognized blade bending by systematically comparing at overhaul measured face alinement values with previously established values. To establish such a means, follow the detailed instructions contained in Hamilton Service Bulletin No 546. This procedure requires that face alinement measurements be made prior to any overhaul, and then again following all operations that would affect face alinement.
(Hamilton Standard Service Bulletins Nos 546 and 546A cover this same subject.)