

Sektion 2. Utlandstillverkad flygmateriel

TITEL: Kontroll av propellernav

GÄLLER: Hartzell modell HC-B3TN-5()/T10282() installerade på flygplan typ Fairchild modell SA226-TC och SA226AT utrustade med Garrett motor modell TPE331-10UA och som har modifierats enligt AiResearch STC SA344GL-D eller enligt Par Air eller Superior Aircraft Inc. STC SA4872SW.

ÅTGÄRD: Utför kontroll enligt anvisningarna i angivet und

TID FÖR
ÅTGÄRD: I intervaller som upptas på sid 2 i AD 88-24-15 (bi)

UNDERLAG: Hartzell SB No 136E

REFERENS: FAA AD 88-24-25 utsänd till berörda ägare som skrivelse
L 2493/88-1202 1988-12-06

UTGIVNINGS-
DATUM: 1989-01-26

LFS: 1989:2

Åtgärd 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 senaste gällande revision/utgåva. LVD utges i luftfartsverkets författningssamlingar LFS.



U.S. Department
of Transportation
Federal Aviation
Administration

EMERGENCY AIRWORTHINESS DIRECTIVE

AVIATION STANDARDS NATIONAL FIELD OFFICE
P.O. BOX 26460
OKLAHOMA CITY, OKLAHOMA 73125

November 18, 1988

This emergency priority letter airworthiness directive (AD) No. 88-24-15 applicable to owners and operators of Hartzell Model HC-B3TN-5()/T10282() propellers, installed on Fairchild models SA226-TC and SA226-AT Aircraft, modified by AiResearch Aviation Company STC SA344GL-D, or either Par Air or Superior Aircraft, Inc., STC SA4872SW, with Garrett Model TPE 331-10UA engines, is effective immediately upon receipt.

This priority letter AD is needed because of possible propeller blade failure in the shank area. This priority letter AD requires initial and repetitive inspections of the propeller blade for cracks, scratches, tool marks, corrosion, etc. in the pilot tube bore area on Hartzell Propeller Model HC-B3TN-5()/T10282().

Pursuant to the authority of the Federal Aviation Act of 1958, delegated to me by the Administrator, the following priority letter AD is issued November 18, 1988, and made applicable to Hartzell Propeller Model HC-B3TN-5()/T10282(), installed on Fairchild Models SA226-TC and SA226-AT aircraft, modified by AiResearch Aviation Company STC SA344GL-D, or either Par Air or Superior Aircraft, Inc., STC SA4872SW, with Garrett Model TPE331-10UA engines.

This priority letter AD 88-24-15 is effective immediately upon receipt.

88-24-15 HARTZELL: Priority letter AD issued November 18, 1988. Applies to Hartzell Propeller Model HC-B3TN-5()/T10282(), installed on Fairchild Models SA226-TC and SA226-AT aircraft, modified by AiResearch Aviation Company STC SA344GL-D, or either Par Air or Superior Aircraft, Inc., STC SA4872SW, with Garrett Model TPE331-10UA engines. Compliance is required as indicated.

To prevent possible blade separation near the hub which can result in engine separation from the aircraft, accomplish the following in accordance with the compliance schedule contained herein.

EMERGENCY AIRWORTHINESS DIRECTIVE

| Propeller blade category (Hours given as time in service) | Propeller blade initial inspection (Hours given as time in service) | Propeller blade repetitive inspections (Hours given as time in service) |
|--|---|---|
| Less than 1000 hours since new, and have not complied with Hartzell Service Bulletin (SB) No. 136() | Prior to the accumulation of 1000 hours since new or within 400 hours after receipt of this priority letter, whichever occurs later | Thereafter at intervals not to exceed 500 hours |
| Greater than or equal to 1000 hours, and less than or equal to 2000 hours since new, and have not complied with Hartzell SB No. 136() | Prior to the accumulation of 2,200 hours since new, or within 400 hours after receipt of this priority letter, whichever occurs first | Thereafter at intervals not to exceed 500 hours |
| Greater than 2000 hours since new, and have not complied with Hartzell SB No. 136() | Within 200 hours or 30 days after receipt of this priority letter, whichever occurs later | Thereafter at intervals not to exceed 500 hours |
| Less than 300 hours since overhaul or compliance with Hartzell SB No. 136() | Prior to the accumulation of 500 hours since overhaul or compliance with Hartzell SB No. 136() | Thereafter at intervals not to exceed 500 hours |
| Greater than or equal to 300 hours since overhaul or compliance with Hartzell SB No. 136() | Within 200 hours or 30 days after receipt of this priority letter, whichever occurs later | Thereafter at intervals not to exceed 500 hours |

(a) Remove propeller from aircraft.

(b) Accomplish the following, in accordance with Hartzell SB No. 136E, dated October 14, 1988:

(1) Disassemble propeller and visually inspect the blade pilot tube bore area. Particular attention shall be made to the area between the outboard smaller diameter needle bearing assembly and bearing spacer.

(2) Remove all evidence of scratches, tool marks, corrosion, etc., in the blade pilot tube bore area. Do not exceed the maximum rework limitations defined in the service bulletin.

(3) Etch the blade pilot tube bore area prior to penetrant inspection. Ensure removal of all etching solution.

(4) Penetrant inspect the blade pilot tube bore area. Ensure removal of all penetrant materials after inspection.

(5) Coat the blade pilot tube bore area with alodine.

(6) Install bearing spacer and needle bearing assemblies. Pilot tube bore must be lubricated to facilitate bearing installation.

(c) Replace, prior to further flight, all blades showing evidence of cracks or other unairworthy conditions, as noted in Hartzell Service Bulletin 136E, dated October 14, 1988, with airworthy blades.

(d) Report cracks or other unairworthy conditions found to the Manager, Chicago Aircraft Certification Office, within 10 days of the inspection.

Information collection requirements contained in this regulation (Section 39.13) have been approved by the Office of Management and Budget under the provisions of the Paperwork Reduction Act of 1980 (Pub. L. 96-511) and have been assigned OMB Control Number 2120-0056.

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

(f) Upon request, an equivalent means of compliance with the requirements of this priority letter AD may be approved by the Manager, Chicago Aircraft Certification Office, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018.

(g) Upon submission of substantiating data by an owner or operator, through an FAA Airworthiness Inspector, the Manager, Chicago Aircraft Certification Office, may adjust the compliance time specified in this priority letter AD.