

## **LUFTVÄRDIGHETSDIREKTIV (LVD)**

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### Sektion 2. Utlandstillverkad flygmateriel

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Denna LVD har utfärdats för att omfatta alla de nationella luftfartyg som inte regleras av EASA utan av det svenska regelverket BCL-M.

<b>TITEL:</b>	<b>Kontroll och modifiering / byte av propellerblad</b>
<b>GÄLLER:</b>	Hartzell propellrar av modellen ()HC-()()Y()-()()) i enlighet med FAA Airworthiness Directive (AD) 2007-26-09.
<b>REVISION:</b>	Första utgåvan
<b>ÅTGÄRD:</b>	Utför åtgärder i enlighet med bifogad FAA AD 2007-26-09. Refererad AD finns även tillgänglig på följande internetadress: <a href="http://www.airweb.faa.gov">www.airweb.faa.gov</a>
<b>TID FÖR ÅTGÄRD:</b>	Utför åtgärder enligt FAA AD 2007-26-09, men med denna LVD:s beslutsdatum som utgångspunkt.
<b>UNDERLAG:</b>	Hartzell Propeller, Inc. service bulletin (SB) Nr. 101D revision D daterad 19 december 1974, SB Nr. 118A revision A daterad 15 februari 1977 och Service Letter No. 69 revision 1 daterad 30 november 1971 eller senare revisioner.  För alternativa underlag/förfaringssätt att uppfylla denna LVD, se "Alternative Methods of Compliance" i refererad FAA AD 2007-26-09.
<b>REFERENS:</b>	FAA AD 2007-26-09
<b>BESLUTSDATUM:</b>	24 november 2008
<b>BESLUT:</b>	LS 2008-4221

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.

Postadress	Gatuadress	Telefonnummer	Faxnummer
601 73 NORRKÖPING	Vikboplan 7	011-415 21 00	011-415 22 50



**2007-26-09 Hartzell Propeller Inc.:** Amendment 39-15311. Docket No. FAA-2007-28876; Directorate Identifier 2000-NE-08-AD.

**Effective Date**

- (a) This airworthiness directive (AD) becomes effective January 30, 2008.

**Affected ADs**

- (b) This AD supersedes AD 2002-09-08, Amendment 39-12741.

**Applicability**

(c) This AD applies to all Hartzell Propeller Inc. models ( )HC-( )Y( )-( ) compact series constant speed or feathering propellers with Hartzell manufactured "Y" shank aluminum blades. These propellers are used on, but not limited to, the following airplanes:

<b>Manufacturer</b>	<b>Airplane Model</b>
Aermacchi S.p.A. (formerly Siai-Marchetti)	S-208
Aero Commander	200B and 200D
Aerostar	600
Beech	24, 35, 36, 45, 55, 56IC, 58, 60, and 95
Bellanca	14 and 17 series
Cessna	182 and 188
Embraer	EMB-200A
Maule	M5
Mooney	M20 and M22
Pilatus Britten Norman, or Britten Norman	BN-2, BN-2A, and BN-2A-6
Piper	PA-23, PA-24, PA-28, PA-30, PA-31, PA-32, PA-34, PA-36, and PA-39
Pitts	S-11 and S-2A
Rockwell	112, 114, 200, 500, and 685 series

(d) The parentheses appearing in the propeller model number indicates the presence or absence of an additional letter(s) that varies the basic propeller model. This AD applies regardless of whether these letters are present or absent in the propeller model designation.

## **Unsafe Condition**

(e) This AD results from operators requesting clarification of certain portions of AD 2002-09-08. We are issuing this AD to prevent failure of the propeller blade from fatigue cracks in the aluminum blade shank radius, which can result in damage to the airplane and loss of airplane control.

## **Compliance**

(f) You are responsible for having the actions required by this AD performed within the compliance times specified unless the actions have already been done.

(g) If the propeller maintenance records show compliance with AD 77-12-06R2, then compliance was previously done and no further action is required.

(h) Propellers are considered in compliance with the one-time inspection and rework requirements only, of this AD if:

- (1) All blades are serial number D47534 and above, or
- (2) All blades are identified with the letters "PR" or "R" which are ink-stamped on the camber side, or the letters "RD" which are metal-stamped on the blade butt.

## **Models ( )HC-( )Y( ) Compact Series "Y" Shank Propellers**

(i) If propeller models ( )HC-( )Y( ) have not been inspected and reworked in accordance with AD 77-12-06R2, then before further flight, do a one-time action to remove, inspect, rework, or replace blades if necessary using Hartzell Service Bulletin (SB) No. 118A, dated February 15, 1977.

## **Propeller Blade Shank Cold Rolling**

(j) One requirement in Hartzell SB No. 118A is the cold rolling of the propeller blade shank.

(1) Cold rolling is a critical requirement in the prevention of cracks in the blade. Propeller repair shops must obtain and maintain proper certification to perform the cold rolling procedure.

(2) For a current list of propeller overhaul facilities approved to perform the blade shank cold rolling procedure, contact Hartzell Product Support, telephone (937) 778-4200.

(3) Not all propeller repair facilities have the equipment to properly perform a cold roll of the blade shanks.

(4) In addition, any rework in the blade shank area will also necessitate the cold rolling of the blade shank area, apart from the one-time cold rolling requirement of this AD.

## **Instrument Panel Modifications**

(k) If airplanes with propeller models ( )HC-C2YK-( )Y( )/ ( )7666A-( ), installed on (undampened) 200 or more horsepower Lycoming IO-360 series engines, have not been modified using AD 77-12-06R2, then modify the airplane instrument panel according to the following subparagraphs before further flight. Airplanes include, but are not limited to, Mooney M20E and M20F (normal category), Piper PA-28R-200 (normal category), and Pitts S-1T and S-2A (acrobatic category).

(1) For normal category airplanes, before further flight, remove the present vibration placard and affix a new placard near the engine tachometer that states:

"Avoid continuous operation:  
Between 2,000 and 2,350 rpm."

(2) For utility and acrobatic category airplanes, before further flight, remove the present vibration placard and affix a new placard near the engine tachometer that states:

"Avoid continuous operation:  
Between 2,000 and 2,350 rpm.  
Above 2,600 rpm in acrobatic flight."

(3) For normal category airplanes, re-mark the engine tachometer face or bezel with a red arc for the restricted engine speed range, between 2,000 and 2,350 rpm.

(4) For acrobatic and utility airplanes, re-mark the engine tachometer face or bezel with a red arc for each restricted engine speed range, i.e., between 2,000 and 2,350 rpm and between 2,600 and 2,700 rpm (red line).

### **Models ( )HC-C2YK-( )( )/( )( )8475( )-( ) or ( )( )8477( )-( ) Propellers**

(l) If propeller models ( )HC-C2YK-( )( )/( )( )8475( )-( ) or ( )( )8477( )-( ) have not been inspected and reworked in accordance with AD 74-15-02, then do the following maintenance before further flight.

(1) Remove propeller from airplane.

(2) Modify pitch change mechanism, and replace blades with equivalent model blades prefixed with letter "F" using Hartzell Service Letter No. 69, dated November 30, 1971 and Hartzell SB No. 101D, dated December 19, 1974.

(3) Inspect and repair or replace, if necessary, using Hartzell SB No. 118A, dated February 15, 1977.

### **Alternative Methods of Compliance**

(m) The Manager, Chicago Aircraft Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

(n) Alternative methods of compliance for Hartzell SB No. 118A, dated February 15, 1977, are: Hartzell SB No. 118B, November 28, 1977; SB No. 118C, May 13, 1983; SB No. 118D, March 25, 1991; SB No. HC-SB-61-118E, December 14, 2001; SB No. HC-SB-61-118 revision F, dated August 15, 2002, and Hartzell Manual 133C.

(o) An alternative method of compliance to Hartzell SB No. 101D, dated December 19, 1974, is Hartzell Manual 133C.

(p) No adjustment in the compliance time is allowed.

### **Related Information**

(q) Contact Tim Smyth, Senior Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018-4696; e-mail: timothy.smyth@faa.gov; telephone (847) 294-7132; fax (847) 294-7834, for more information about this AD.

### **Material Incorporated by Reference**

(r) You must use the service information specified in Table 1 of this AD to perform the actions required by this AD. The Director of the Federal Register previously approved the incorporation by

reference of the documents listed in Table 1 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51 on June 13, 2002. Contact Hartzell Propeller Inc. Technical Publications Department, One Propeller Place, Piqua, OH 45356; telephone (937) 778-4200; fax (937) 778-4391, for a copy of this service information. You may review service information copies at the FAA, New England Region, 12 New England Executive Park, Burlington, MA; or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call (202) 741-6030, or go to: <http://www.archives.gov/federal-register/cfr/ibr-locations.html>.

**Table 1 – Incorporation by Reference**

<b>Hartzell Service Information</b>	<b>Page</b>	<b>Revision</b>	<b>Date</b>
SB No. 101D	All	D	December 19, 1974
SB No. 118A	All	A	February 15, 1977
SL No. 69	All	1	November 30, 1971

Issued in Burlington, Massachusetts, on December 17, 2007

Peter A. White,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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