
Sektion 2. Utlandstillverkad flygmateriel

TITEL: Sprickkontroll av propellernav

GÄLLER: Propellermodellerna C35, C72, C74, C75, C80, C86, C87, C92 och C93 med navmodeller angivna i bifogad kopia av FAA AD 95-24-05R1 och installerade i, men ej begränsade till, flygplan angivna i FAA AD 95-24-05R1.

ÅTGÄRD: Utför åtgärder angivna i FAA AD 95-24-05R1.

TID FÖR
ÅTGÄRD: Inom 25 flygtimmar om ej utfört inom senaste 35 flygtimmar, därefter i intervaller av 60 flygtimmar.

UNDERLAG: Service Bulletin (SB) nr 200C daterad 20 januari 1994.
Service Letter SL nr 1993-11A daterad 20 juni 1995 eller senare utgåvor.

REFERENS: FAA AD 95-24-05R1.

BESLUTS
DATUM: 1996-05-09

LFS: 1996:33

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.



REVISED 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).

Revision issued April 1996.

95-24-05 R1 McCauley Accessory Division, The Cessna Aircraft Company: Amendment 39-9566. Docket 94-ANE-47. Revises AD 95-24-05, Amendment 39-9437.

Applicability: McCauley Accessory Division, The Cessna Aircraft Company, Model C35, C72, C74, C75, C80, C86, C87, C92, and C93 series propellers, incorporating the following Hub Models:

D3AF32C35-()	D3AF32C80-()	3AF34C92-()
3AF32C72-()	3AF34C86-()	3AF32C93-()
3AF34C74-()	3AF32C87-()	
3AF32C75-()	D3AF32C87-()	

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

These propellers are installed on but not limited to the following aircraft:

Beech 58, 58A, 95-C55, -C55A, -D55, -D55A, -E55, -E55A.

British Aerospace B-206 Series 2.

Cessna 310K, 310L, 310N, 310P, 310Q, 310R, T310P, T310Q, T310R, 320D, 320E, 320F, 335, 340, 340A, 401, 401A, 401B, 402, 402A, 402B, 402C, 411, 411A, 414, 414A, 421, 421A, 421B.

Colemill Executive 600 (Conversion of Cessna 310I, 310J, 310K, 310L, 310N).

RAM Conversion of Cessna 340.

NOTE 1: The above is not an exhaustive list of aircraft which may contain the affected McCauley Model C35, C72, C74, C75, C80, C86, C87, C92, and C93 series propellers, incorporating Models D3AF32C35, 3AF32C72, 3AF34C74, 3AF32C75, D3AF32C80, 3AF34C86, 3AF32C87, D3AF32C87, 3AF34C92, and 3AF32C93 propeller hubs because of installation approvals made by Supplemental Type Certificate or Federal Aviation Administration (FAA) Form 337 "Major Repair and Alteration," etc. It is the responsibility of the owner, operator and person returning the aircraft to service to determine if an aircraft has an affected propeller.

NOTE 2: 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 use the authority provided in paragraph (g) to request approval from the FAA. This approval may address either no action, if the current configuration eliminates the unsafe condition, or different actions necessary to address the unsafe condition described in this AD. Such a request should include an assessment of the effect of the changed configuration on the unsafe condition addressed by this AD. In no case does the presence of any modification, alteration, or repair remove any propeller from the applicability of this AD.

Compliance: Required as indicated, unless accomplished previously.

To prevent propeller blade separation due to a cracked propeller hub, which could result in separation of the engine from the aircraft and subsequent loss of aircraft control, accomplish the following:

(a) Within the next 25 hours time in service (TIS) after December 18, 1995 (the effective date of AD 95-24-05), unless already accomplished within the last 35 hours TIS, and thereafter at intervals not to exceed 60 hours TIS, perform a visual inspection for cracks and, if crack indications are found or suspected, confirm cracks by a dye penetrant inspection on propeller hubs in accordance with McCauley Accessory Division, The Cessna Aircraft Company, Service Bulletin (SB) No. 200C, dated January 20, 1994. Any propeller hubs found cracked during this inspection are to be permanently retired from service and replaced with a serviceable hub modified in accordance with paragraph (c) of this AD, or with an equivalent initial production propeller which has incorporated a hub containing oil with red dye.

(b) For affected propellers identified with the change letter "R" following the hub model designation and having an oil-fill plug in the side of the hub, compliance is required only with paragraphs (d) and (f) of this AD.

(c) Perform a one-time eddy current inspection and modify serviceable propeller hubs in accordance with the following schedule and requirements:

**Propeller Time-In-Service (TIS)
on the effective date of
this AD.**

Compliance Required

Greater than 900 hours or 59 calendar months since last overhaul/penetrant inspection or installed new, or prior TIS unknown.

Within the next 300 hours or at the next annual inspection or by December 31, 1996, 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 1,200 hours or 60 calendar months since last overhaul/penetrant inspection or installed new, whichever occurs first.

(1) Perform a one-time eddy current inspection for cracks in the threaded areas of the propeller hubs in accordance with McCauley Accessory Division, The Cessna Aircraft Company, Service Letter (SL) No. 1993-11A, dated June 20, 1995.

(2) Any propeller hubs found cracked during the eddy current inspection are to be permanently retired from service and replaced with a serviceable hub modified in accordance with paragraph (c) of this AD, or with an equivalent initial production propeller which has incorporated a hub containing oil with red dye.

(3) Modify affected propeller hubs to contain oil with red dye, in accordance with McCauley Accessory Division, The Cessna Aircraft Company, SL No. 1993-11A, dated June 20, 1995. Completion of this modification of the hub to contain oil with red dye constitutes terminating action to the repetitive inspections required by paragraph (a) of this AD.

NOTE: 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 of the propeller assembly and also improves lubrication and corrosion protection. The oil will add approximately 4.0 lbs. to the weight of the propeller assembly.

(4) Previous compliance with McCauley Accessory Division SL 1993-11, dated September 15, 1993, also constitutes compliance with paragraphs (a) and (c) of this AD.

(5) Install Decal-Warning "Oil Filled", part number B-6493, in accordance with McCauley Accessory Division, The Cessna Aircraft Company, SL No. 1993-11A, dated June 20, 1995, Figure F-9.

(d) If leakage of oil containing red dye is detected in service (whether during flight or while on the ground), determine, prior to further flight, the source of leakage in accordance with the procedures specified in Section A-7 of McCauley SL No. 1993-11A, dated June 20, 1995. Remove from service, prior to further flight, propeller assemblies that exhibit cracks and replace with a serviceable unit, modified in accordance with paragraph (c) of this AD, or with an equivalent initial production propeller that has incorporated a hub containing oil with red dye. Oil-filled propellers are identified with the change letter "R" following the Hub Model Designation and have an oil-fill plug in the side of the hub.

(e) The "calendar month" compliance times stated in this AD allow the performance of the required action up to the last day of the month in which compliance is required. For example, a required eddy current inspection and modification 60 calendar months from last overhaul/penetrant inspection that was performed on December 15, 1991, would allow the eddy current inspection and modification to be performed no later than December 31, 1996.

(f) Report in writing any cracks found during the accomplishment of paragraphs (a), (c) or (d) of this AD to the Manager, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Room 232, Des Plaines, IL 60018; telephone (847) 294-7134, fax (847) 294-7834, within 10 days of the inspection. Information collection requirements contained in the regulation have been approved by the Office of Management and Budget (OMB) under the provisions of the Paperwork Reduction Act of 1980 (P.L. 96-511) and has been assigned OMB Control Number 2120-0056.

(g) 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. The request should be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Chicago Aircraft Certification Office.

NOTE: 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.

(h) 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.

(i) The inspections and modification required by this AD shall be done in accordance with the following McCauley Accessory Division, The Cessna Aircraft Company, service documents:

Document No.	Pages	Date
SB 200C	1-4	January 20, 1994

Total pages: 4.

SL 1993-11A		
Cover Page	1	June 20, 1995
Section A	1-4	June 20, 1995
Section B	1	June 20, 1995
Section C	1	June 20, 1995
Section D	1-7	June 20, 1995
Section E	1-10	June 20, 1995
Section F	1-15	June 20, 1995
Section G	1	June 20, 1995
Section H	1-4	June 20, 1995
Section I	1-4	June 20, 1995

Total pages: 48.

This incorporation by reference was approved by the Director of the Federal Register as of December 18, 1995, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from McCauley Accessory Division, The Cessna Aircraft Company, 3535 McCauley Dr., Vandalia, OH 45377-0430; telephone (513) 890-5246, fax (513) 890-6001. Copies may be inspected at the FAA, New England Region, Office of the Assistant Chief 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.

(j) This amendment becomes effective on April 12, 1996.

FOR FURTHER INFORMATION CONTACT:

Patricia Bonnen, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Ave., Room 232, Des Plaines, IL 60018; telephone (847) 294-7134, fax (847) 294-7834.