

Propellers - Variable Pitch - Allison/Aeroproducts

**AD/PAP/3
Amdt 3**

Propeller Blade - Inspection and Retirement

8/69

Applicability: All model A6441 FN-606 and 606A with blade S/Nos. B3999 and below.

- Requirement:
1. Whenever propeller roughness or vibration is reported, the aircraft shall not be flown except for evaluation purposes, until the cause of the roughness or vibration is positively identified and corrected.
 2. Modify the blade cuffs to provide an inspection window in accordance with Allison Commercial SL No. 167 dated October 8, 1965.
 3. Visually inspect the blade shank surface within the cuff window for cracking using a strong light and a 4x minimum magnifying glass.

Note: This inspection may be carried out by the holder of a current Flight Engineer's licence endorsed for Lockheed 188 aircraft.

4. Remove blades from service in accordance with the following schedule based on thrust member minimum thickness in the 'A' area as measured at last overhaul:

<u>'A' Area Thickness</u>	<u>Time Limit</u>
0.140" - 0.144"	10,000 hours time in service
0.145" - 0.149"	12,000 hours time in service
0.150" - 0.154"	16,000 hours time in service
0.155" - 0.159"	22,000 hours time in service
0.160" - 0.164"	34,000 hours time in service
0.165" - 0.169"	64,000 hours time in service
0.170" and up	No limit

Note: The 'A' area is identified in Allison/Aeroproducts Overhaul Manual Section 63-6-0, Pages 315 and 316. Allison CSL 140 also refers.

Compliance: Para. 1 - As indicated.

Para. 2 - Forthwith.

Para. 3 - At each daily or overnight inspection and also immediately following any report of propeller roughness or vibration.

Para. 4 - Forthwith.

