

Propellers - Variable Pitch - Hartzell

AD/PHZL/14
Amdt 4

Blade and Hub - Shot Peening

8/95

Applicability: HC-92WK-() and HC-92ZK-() propellers installed on but not limited to:

Aerostar Aircraft Corp. (formerly Ted Smith Aerostar) Model Aerostar 360;

Air & Space America, Inc. Model 18A; Aircraft Acquisition Corp. (formerly Helio) Models H-250, 500;

Beech Models 95, B95, B95A, D95A, E95;

Cessna Models 172, 175, 175A;

Found Brothers Aviation Ltd. Models FBA 100, FBA-2C;

Kwad Company Model Super-V;

Mooney Aircraft Corp. Model M20A;

Piper Models PA-23, PA-24, PA-25;

Procaer Model F15/B; Revo Inc. Models C2, Lake LA-4 and

Simmering Graz Pauker A.G. Model SGP-222.

- Requirement:
1. Action in accordance with Procedure #1 of Hartzell Service Bulletin 202.
 2. Action in accordance with Procedure #2 of Hartzell Service Bulletin 202.

Note 1. FAA AD 95-11-08 Amdt 39-9243 supersedes FAA AD 73-02-01 Amdt 39-1584.

Note 2. FAA AD 73-02-01 referenced in amdt 3 of this Directive required compliance with cancelled Hartzell SB 83. SB 83 required shot peening of the hub and blades. The requirement for blade shot peening was replaced by cold rolling introduced by Hartzell SB 118. CAO 107 AD/PHZL/43 Amdt 8 refers.

- Compliance:
1. Unless previously carried out, within 10 hours time in service from 20 July 1995.
 2. a. If time since last inspection as required by CAO 107 AD/PHZL/14 Amdt 3 is less than 450 hours time in service, perform blade inspection and compressive rolling prior to reaching 500 hours time in service.

Thereafter, reinspect at intervals not exceeding 500 hours time in service.

2. b. If time since last inspection as required by CAO 107 AD/PHZL/14 Amdt 3 exceeds 450 hours time in service, perform blade inspection and compressive rolling prior to reaching 500 hours time in service or within 25 hours time in service from revised effective date of 20 July 1995, whichever occurs later.

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Thereafter, reinspect at intervals not exceeding 500 hours time in service.

2. c. If there are no records of compliance with CAO 107 AD/PHZL/14 Amdt 3 perform blade inspection and compressive rolling within 10 hours time in service from revised effective date of 20 July 1995.

Thereafter, reinspect at intervals not exceeding 500 hours time in service.

Background: The manufacturer has advised that due to cracking in the blade retention shoulder two recent blade separations have occurred. In addition the blade clamps from both failed blades contained a failed P/N A-282 clamp screw.

This amendment has been raised to delete reference to hub and blade shot peening previously called up in Hartzell cancelled SB 83 and reduces the blade re-inspection interval from 1000 to 500 hours time in service.