
AIRWORTHINESS DIRECTIVE

On the effective date specified below, and for the reasons set out in the background section, the CASA delegate whose signature appears below revokes Airworthiness Directive AD/PHZL/62 Amdt 4.

Propellers - Variable Pitch - Hartzell

**AD/PHZL/62
Amdt 4**

Propeller Blade Pilot Tube Bore

4/2009

Requirement: CANCELLED.

This AD is cancelled on 9 April 2009.

Background: This unique Australian AD was originally raised in 1992 against Hartzell Service Bulletin (SB) No.178 requiring repetitive inspections of propeller blade pilot tube bores of Hartzell HC-B5MP-3A/M10282A(B)+6 propellers installed on Nord 262 (Frakes conversion) aircraft fitted with P&W PT6A-45 series engines and Hartzell HC-B5MP-3A/M10282A(B)+6 propellers installed or being installed on Shorts SD3-30 aircraft that were previously operated on a Nord 262 (Frakes conversion) aircraft. Repetitive inspections of propeller blades were no longer required when replaced with M10282AN(B)+6 blades.

Compliance was:

1. Inspection: For propellers with less than 200 flight cycles from last blade bore inspection; prior to completing 300 flight cycles.

For propellers in service with more than 300 flight cycles since last inspection; prior to completing 350 cycles.

For propellers that have operated more than 350 flight cycles since last inspection; prior to further flight after 15 May 1994. Thereafter, reinspect all blade bores at intervals not exceeding 300 flight cycles until M10282A(B)+6 blades have been replaced with M10282AN(B)+6 blades.

2. Replacement: By 30 June 1994.

Given the extended period this AD has been promulgated, and that affected propeller blades would have been replaced by now, this AD is considered to be no longer required.



James Coyne
Delegate of the Civil Aviation Safety Authority

19 February 2009