
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) AD/PHZL/76 and AD/PHZL76 Amdt 1 and issues the following AD under subregulation 39.001(1) of CASR 1998. The AD requires that the action set out in the requirement section (being action that the delegate considers necessary to correct the unsafe condition) be taken in relation to the aircraft or aeronautical product mentioned in the applicability section: (a) in the circumstances mentioned in the requirement section; and (b) in accordance with the instructions set out in the requirement section; and (c) at the time mentioned in the compliance section.

Propellers - Variable Pitch - Hartzell

**AD/PHZL/76
Amdt 2**

HC-C2YR-4CF Propeller Life Reduction

**10/2005
TX**

Applicability: Hartzell Propeller Inc. model HC-C2YR-4CF propellers, with propeller hubs part number (P/N) D-6522-1 or D-2201-16 and propeller blades P/N FC8477A-4, installed on Sky International Inc. (Pitts) S- 2S and S-2B airplanes with Textron Lycoming model AEIO-540-D4A5 engines.

Requirement:

1. Remove from service, Hartzell propeller hubs P/N D-6522-1 or D-2201-16 and blades P/N FC8477A-4.
2. Do not install any Hartzell propeller hubs P/N D-6522-1 or D-2201-16 and blades P/N FC8477A-4 that have accumulated 2,000 flight hours Time Since New (TSN).
3. Do not install a propeller hub or blade that is removed from an airplane identified in the applicability section of this Airworthiness Directive (AD), on an airplane for which this AD is not applicable.

Note 1: The intent of Requirement 3 may be met by annotating the propeller logbook with the statement, "Do NOT install on an aircraft for which AD/PHZL/76 is not applicable".

Note 2: FAA AD 2003-03-20 Amendment 39 -13045 refers.

Compliance:

1. For propeller hubs and blades with less than 2000 flight hours TSN: Before 2000 flight hours TSN.

For propeller hubs and blades with more than 2000 flight hours TSN: Before further flight.

2. From the effective date of this Directive.
3. From the effective date of this Directive.

Note 3: Where the details of the actual flight hours for a propeller hub or blade cannot be obtained, the blades are to be assumed to be in excess of 2000 flight hours TSN.

Propellers - Variable Pitch - Hartzell

AD/PHZL/76 Amdt 2 (continued)

This Amendment becomes effective on 2 August 2005.

Background: A re-evaluation of the propeller service life was conducted after several engine failures. It was determined that the propeller service life needed to be reduced to provide a safe service life for the propeller.

Exceeding the service life of the propeller could lead to failure of the hubs or blades resulting in subsequent loss of aeroplane control.

Actions specified by this AD address the safety risk associated with the loss of aeroplane control.

The current Amendment of this AD addresses an administrative omission in the earlier Amendment, with no change in technical content or the compliance schedule.

Amendment 1 of this AD aligned the compliance statement to the FAA AD and became effective on 01 August 2005.

The original issue of this AD became effective on 11 March 2003.



James Coyne
Delegate of the Civil Aviation Safety Authority

1 August 2005