
AIRWORTHINESS DIRECTIVE

For the reasons set out in the background section, the CASA delegate whose signature appears below issues the following Airworthiness Directive (AD) under subregulation 39.1 (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/80

Composite Blades Cracking

13/2003

Applicability: Hartzell Propeller Inc. model HC-A6A-3 series propellers with A10460 series composite blades installed.

Note 1: These propellers are installed on, but not limited to, Short Brothers Ltd. SD3-60 Series airplanes.

Requirement:

1. Perform a visual inspection of the A10460 series composite propeller blades for cracks in accordance with Para 3A Accomplishment Instructions of Hartzell Alert Service Bulletin (ASB) HC-ASB-61-265.
2. Perform an inspection of the A10460 series composite propeller blades for cracks in accordance with Para 3B Accomplishment Instructions of Hartzell ASB HC-ASB-61-265.
3. If you find a crack in the propeller blade, remove the blade from service.

Note 2: FAA AD 2003-22-05 Amendment 39-13352 refers.

Compliance: For Requirement 1: Within 100 propeller flight hours or 30 days after the effective date of this AD, whichever occurs first. Thereafter at intervals not to exceed 300 propeller flight hours.

For Requirement 2: At each overhaul of the propeller.

For Requirement 3. Prior to further flight.

This Airworthiness Directive becomes effective on 25 December 2003.

Propellers - Variable Pitch - Hartzell

AD/PHZL/80 (continued)

Background: This Airworthiness Directive was prompted by reports of cracks in propeller blades, including an in-flight separation of a blade that caused damage to the aeroplane. The requirements detailed in this Directive are to prevent separation of the propeller blade due to possible fatigue failure, which could result in damage to the airplane and possible loss of control of the airplane



Jim Coyne
Delegate of the Civil Aviation Safety Authority

12 November 2003