
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/87 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/87
Amdt 2**

Propeller Thrust Bearings

16/2010

Applicability: Hartzell Propeller Inc. model HC-E4A-3()/E10950() propellers.

The parentheses appearing in the propeller model number indicates the presence or absence of an additional letter(s) that varies the basic propeller model. This AD still applies regardless of whether these letters are present or absent in the propeller model designation.

Note 1: These propellers are installed on, but not limited to, Raytheon Beechcraft 1900D aeroplanes.

Requirement: Inspect and rework the propeller blade retention radius and replace the propeller thrust bearing for each blade, in accordance with paragraphs 3.G.(1) through 3.G.(9) of the Accomplishment Instructions of Hartzell Propeller Inc. SB No. HC-SB-61-287, Revision 4 dated 5 June 2009 or later FAA approved revision.

Although Hartzell Propeller Inc. SB No. HC-SB-61-287, Revision 4, states in paragraph 3.G.(6) of the Accomplishment Instructions, to install new blade thrust bearings if required, this AD requires to always install new blade thrust bearings.

For the purpose of this AD, next propeller disassembly is defined as any maintenance requiring separating of the propeller hub halves.

Previous credit is allowed for inspections, rework, and replacements that were done using the preceding revisions of Hartzell Propeller Inc. SB No. HC-SB-61-287, before the effective date of this AD.

Note 2: FAA AD 2007-08-02 Amdt 39-15019 dated 3 April 2007 refers.

Compliance: For propellers with 4,000 or more operating hours time-since-overhaul (TSO), within 100 operating hours after the 7 June 2007 (the effective date of the original issue of this AD), thereafter at intervals specified in the Compliance section of Hartzell Propeller Inc. SB No. HC-SB-61-287, Revision 4 or later FAA approved revision.

For propellers with 2,000 or more operating hours TSO, but fewer than 4,000 operating hours TSO, at the next propeller disassembly, thereafter at intervals specified in the Compliance section of Hartzell Propeller Inc. SB No. HC-SB-61-287, Revision 4 or later FAA approved revision.

Propellers - Variable Pitch - Hartzell

AD/PHZL/87 Amdt 2 (continued)

This Amendment becomes effective on 24 August 2010.

Background: This AD results from reports of excessive propeller vibration and of damaged or broken propeller blade thrust bearings found during routine and investigative propeller disassembly. The issuing of this AD is to prevent propeller blade separation, damage to the aeroplane, and possible loss of aeroplane control.

Amendment 1 increases the repetitive inspection/rework interval to reflect the latest revision of the manufacturers service bulletin which is approved as an AMOC to the original compliance interval as detailed in FAA AD 2007-08-02.

Amendment 2 harmonizes the repetitive inspection/rework interval with the latest revision of the manufacturers service bulletin which is approved as an AMOC with FAA AD 2007-08-02.



Mike Higgins
Delegate of the Civil Aviation Safety Authority

2 August 2010