

Propellers - Variable Pitch - McCauley

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 CAR 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.

AD/PMC/45

Additional Oil Filled Hubs

8/2000

Applicability: All McCauley 2A36C23 and 2A36C82 propellers installed on, but not limited to, Beech Debonair and Beech Bonanza 35 and 36 series aircraft.

Requirement: Convert propellers to oil filled configuration in accordance with instructions in McCauley Service Letter 1989-5A dated July 16, 1990.

Note 1: Propellers previously modified in accordance with McCauley SL 1989-5 can be certified as complying with this Directive.

Note 2: FAA AD 98-25-13 amdt 39-10939 refers.

Compliance: Unless previously accomplished, at next visit to a propeller workshop where blade removal is carried out, at next propeller overhaul, or by 31 December 2003, whichever occurs first.

This Airworthiness Directive becomes effective on 10 August 2000.

Background: This Directive being raised after receipt of country of origin Airworthiness Directive.



Eugene Paul Holzapfel
Delegate of the Civil Aviation Safety Authority

30 June 2000