

Propellers - Fixed Pitch

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**AD/PFP/13  
Amdt 3**

**McCauley 1A170 Propeller Hub - Inspection**

**4/83**

- Applicability: All aircraft fitted with Lycoming O-360 Series engines/ McCauley 1A170/FFA fixed pitch propeller combination.
- Requirement:
1. Remove propeller from the aircraft and remove spacer from the propeller.
  2. Thoroughly remove and clean all paint material down to the anodised surface and inspect the centre relief bore (hole), all mounting bolt holes, and all external surfaces in the entire propeller hub area (faces and sides) for cracks using dye penetrant inspection methods.
  3. If a crack is found, replace the propeller with a serviceable propeller before further flight.
- Compliance:
- (a) For propellers with 190 or more hours time in service since new, or since the last dye penetrant inspection in accordance with this requirement, inspect within the next 25 hours time in service after 30th April 1983 and each succeeding 200 hours time in service thereafter.
  - (b) For propellers with less than 190 hours time in service since new, or since the last dye penetrant inspection in accordance with this requirement, inspect at the next maintenance release inspection or within the next 25 hours time in service, whichever occurs first and each succeeding 200 hours time in service thereafter.
  - (c) For propellers inspected in accordance with AD/PFP/13B inspect at 200 hours time in service after the last dye penetrant inspection and each succeeding 200 hours time in service thereafter.
- Background: AD/PFP/13 thru 13B applied only to specific propeller serial numbers on a specific type aircraft. The FAA advise that this condition may exist and further develop on other installations fitted with these propellers. This Directive has been further raised in issue to reflect this.