

Propellers - Fixed Pitch

**AD/PFP/7
Amdt 3**

Sensenich Propellers Operating Limitation

9/96

Applicability: All Sensenich model M76EMM, M76EMMS, 76EM8 and 76EM8S() series propellers installed on Lycoming 0-360 series engines except propellers installed on 0-360-A4A, -A4D, -A4G, -A4J, -A4K, -A4M, -A4N, -A4P and -A5AD or additional engines identified by suffixes having a digit "4" or higher in the second position which are exempt from the requirements of this Directive.

These propellers are installed on but not limited to the following aircraft. Piper PA-28-180, PA-28-181, American General Aircraft Holding Co. Inc (formerly Gulfstream American) AA-5 series, Beech B23 and C23, Cessna 172Q, Avions Pierre Robin R-3000/160 and aircraft modified by various STC's.

Requirement:

1. Avoid continuous engine operation between 2150 and 2350 RPM.
2. Unless previously carried out, either manufacture and install a placard in the aircraft adjacent to the engine RPM tachometer with the following words in letters at least 3.0 mm high. " AVOID CONTINUOUS OPERATION BETWEEN 2150 AND 2350 RPM." or, mark the engine RPM tachometer in the aircraft with a red arc from 2150 RPM to 2350 RPM.

Note 1: FAA AD 69-09-03 R3 Amdt 39-9583 refers in part.

Note 2: AD/PFP/8 refers to the 'K' modification standard.

Compliance: For Requirement 1. On receipt of this directive with an effective date of 15 August 1996.

For Requirement 2. Unless previously carried out within 25 hours TIS from 15 August 1996.

Background: The manufacturer has advised that continuous operation between specific engine RPM may result in a propeller blade fatigue failure. This AD amendment includes additional propeller/engine combinations that are exempt from the AD requirements.

The original issue of this Airworthiness Directive became effective on 16 May 1969.

Amendment 1 of this Airworthiness Directive became effective on 7 August 1969.

Amendment 2 of this Airworthiness Directive became effective on 30 September 1978.