

Propellers - Fixed Pitch

**AD/PFP/8
Amdt 3**

Sensenich Propellers - Blade Modification

9/96

Applicability: All model M76EMM, M76EMMS, 76EM8 and 76EM8S() series propellers with up to a 4 inch spacer length installed on Lycoming 0-360 type engines, up to 180 HP and 2700 RPM.

Note: 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 any aircraft modified by STC action.

Requirement: Inspect propeller to confirm if propeller has been identified with the letter "K" in accordance with Sensenich Propeller service bulletin No R-14A dated July 28, 1995. If propellers contain the letter "K" in the serial number, enter a certification against Amendment 3 of this Directive in the propeller log book. If S/N has no "K", action in accordance with Sensenich Propeller service bulletin No R-14A dated July 28, 1995.

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

Note 2: AD/PFP/7 refers to RPM restriction for certain propeller/engine combinations.

Compliance: For propellers with 500 hours or more TIS on 15 August 1996 or TIS is unknown, at the next maintenance release inspection after 15 August 1996 or prior to 28 February 1997, whichever occurs first.

For propellers with less than 500 hours TIS on 15 August 1996, prior to accumulating 550 hours TIS or by 28 February 1997, whichever occurs first.

Background: To prevent fatigue failure Sensenich now requires all subject propellers to be modified to the "K" revision status irrespective of the type of engine crankshaft installation.

The original issue of this Airworthiness Directive became effective on 30 September 1970.

Amendment 1 of this Airworthiness Directive became effective on 31 January 1973.

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