Airworthiness Directive Schedule

Propellers and Propeller Governors

McCauley

1 October 2020

Notes:

1. This AD schedule is applicable to McCauley propellers manufactured under numerous FAA Type Certificate Numbers.
2. The FAA is the National Airworthiness Authority (NAA) responsible for the issue of State of Design Airworthiness Directives (ADs) for McCauley propellers. State of Design ADs applicable to these propellers can be obtained directly from the FAA website at http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAD.nsf/MainFrame?OpenFrameSet
3. The date above indicates the amendment date of this schedule.
4. Many of the following airworthiness directives contain brackets in the applicability paragraph. The brackets that appear in the propeller models indicate the presence or absence of additional letter(s) which vary the basic propeller hub model designation. The airworthiness directive is applicable regardless of whether these letters are present or absent on the propeller hub model designation.
5. New or amended ADs are shown with an asterisk *

Contents

DCA/McC/101 Constant Speed Propeller Blades - Replacement

Applicability: Constant speed propeller 2A36, B2A36, C2A36, D2A36 and 2D36 series

Requirement: Comply with McCauley SB 48-C.

(FAA AD 64-24-04 refers)

Compliance: As detailed in SB 48-C

Effective Date: 31 August 1963

DCA/McC/103 Blade Ferrule - Inspection and Rework

Applicability: All 2A36C model blades

Requirement: 1. Inspection

All blade ferrules are to be inspected by magnetic particle method for cracks originating from the actuating pin holes, both current and redundant. All cracked ferrules must be withdrawn from service.

2. Rework

The current actuating pin hole and all redundant actuating pin holes in the blade ferrule are to be "rounded and polished" in accordance with Chapter 1 of McCauley Service Manual 720415.

Note: Blades having ferrules on which this operation has been performed are identified by the letters "TR" stamped on the top face of the retention nut.

Compliance: For propellers used on agricultural aircraft compliance is required as follows:

Blades with unreworked ferrules, as shown by absence of the identifying letters "TR" (see note to para 2) shall be inspected and reworked in accordance with para 1 and 2.

(a) Within 500 hours TIS since new, or last overhaul, or

(b) Within 500 hours TIS since last magnetic crack detection inspection of the ferrules, or

(c) Within the next 50 hours TIS if TIS since new, last overhaul or last magnetic crack detection inspection of the ferrules exceeds 500 hours TIS.

Blades identified as having reworked ferrules shall be inspected in accordance with para 1 at intervals not exceeding 750 hours TIS.

For propellers not used on agricultural aircraft compliance with paras 1 and 2 is required at overhaul.

Blade ferrules shall be reworked whenever new actuating pin holes are introduced.

Effective Date: 31 August 1963

DCA/McC/104A Blade Shank - Inspection

Applicability: All model D2A34C propellers with 90A and 90AT blades fitted to agricultural aircraft except those blades with strengthened thread form and shot peened threads (indicated by prefix `5' to blade model number)

Requirement: Remove blades from ferrules and check for cracks by dye penetrant method, especially in the threaded portion and internal bore of the blades.

Compliance: At intervals not exceeding 300 hours TIS

Effective Date: 31 December 1968

DCA/McC/106 Cancelled - Service Information Now Refers

DCA/McC/107 Cancelled - Service Information Now Refers

DCA/McC/109 Hub - Inspection and Replacement

Applicability: Hubs as listed in SB 68-A-1 fitted on Cessna 336 aircraft

Requirement: Comply with McCauley SB 68-A-1.

(FAA AD 68-10-03 refers)

Compliance: As detailed

Effective Date: 30 November 1968

DCA/McC/110 Hub - Inspection and Replacement

Applicability: D2A34C49 & C49-A/90A, D2A34C58 & C58-A/90A1, D2AF34C54 & C54-A/84HF, 2AF34C55 through C55-C/78FF model propellers

Requirement: Comply with McCauley SB 69-A.

(FAA AD 68-10-03 refers)

Compliance: As detailed

Effective Date: 30 November 1968

DCA/McC/112 Cancelled - Service Information Now Refers

DCA/McC/113A Cancelled - Service Information Now Refers

DCA/McC/116 Cancelled - Service Information Now Refers

DCA/McC/117 Operating Restriction Placard - Modification

Applicability: Any aircraft with a 2D36C14-X/78KM, 2D34C53-X/74E, B2D34C-X/74E model propellers and a Lycoming O-360 series engine installed

Requirement: Comply with McCauley SB 76.

(FAA AD 70-04-01 refers)

Compliance: Within the next 25 hours TIS

Effective Date: 31 March 1970

DCA/McC/118 Propeller Blade Improvement - Modification

Applicability: As listed in McCauley SB 81.

Requirement: Comply with McCauley SB 81.

(FAA AD 72-25-07 refers)

Compliance: At next overhaul

Effective Date: 30 April 1970

DCA/McC/119A Cancelled - DCA/McC/122B refers

DCA/McC/120 Cancelled - Service Information Now Refers

DCA/McC/121 Cancelled - Service Information Now Refers

DCA/McC/122B Cylinder Attachment - Modification

Applicability: Constant speed propeller models as listed in SB 87 plus D3A32C90-C

Requirement: Comply with McCauley SB 87-2. McCauley SL 1971-1 also refers.

(FAA AD 72-25-07 refers)

Compliance: Within the next 200 hours TIS or by 31 January 1972 whichever is the sooner

Effective Date: 31 December 1970

DCA/McC/124A Hub - Rework or Replacement

Applicability: As listed in McCauley SB 88.

Requirement: Comply with McCauley SB 88.

(FAA AD 72-25-07 refers)

Compliance: Whenever propeller is completely or partially disassembled for overhaul except:

1. Hubs on agricultural aircraft with over 925 hours TIS within the next 25 hours TIS.
2. Other hubs on agricultural aircraft - before reaching 950 hours TIS.

Effective Date: 30 April 1971

DCA/McC/126A Counterweight Attachment - Modification

Applicability: Two blade full feathering propellers model 2AF36C39, D2AF36C48, D2AF34C52, 2AF34C55 & 2AF36C89 which incorporate counterweight assemblies that have A-3372 brackets across the counter weight arms and have bracket and weights attached with (4) socket head cap screws

Requirement: Comply with McCauley SB 93-3.

(FAA AD 71-18-2 also refers)

Compliance:

1. Propellers with more than 750 hours TIS - within the next 100 hours TIS.
2. Other propellers - prior to the accumulation of 850 hours TIS.

Effective Date: 30 June 1971

DCA/McC/127 Hub Improvement to Prevent Cracking - Modification

Applicability: All propeller models as listed in SB 89 that are installed only on Cessna 206, U206, or P206 series aircraft with Continental IO-520 series engine (normally aspirated)

Requirement: Comply with McCauley SB 89.

(FAA AD 71-17-03 refers)

Compliance: As detailed

Effective Date: 31 December 1971

DCA/McC/128 Blade Ferrule - Modification

Applicability: All full feathering constant speed propellers (except C300 series) and non-feathering models as listed in SB 99-2

Requirement: Comply with McCauley SB 99-2.

(FAA ADs 77-13-17 and 77-16-01 refer)

Compliance: As detailed

Effective Date: 28 February 1973

DCA/McC/129 Hub and Blades - Inspection and Rework

Applicability: All propeller models listed in SB 100 irrespective of aircraft type

Requirement: Comply with McCauley SB.

(FAA AD 72-25-7 also refers)

Compliance: As detailed

Effective Date: 28 February 1973

DCA/McC/130 Governors - Replacement

Applicability: All DCF290D1A/T2, DCFS290D1A/T2, DCFU290D1A/T2, DCFUS290D1A/T2 governors with S/N listed in SB 108

Requirement: Comply with McCauley SB 108.

(FAA AD 75-12-07 also refers)

Compliance: Within the next 100 hours TIS

Effective Date: 18 August 1975

DCA/McC/131 Hub - Rework or Replacement

Applicability: 2D34C53/74E and 2D34C53A/74E used on Lycoming O-360 or IO-360 series engines

Requirement: Comply with McCauley SB 77B.

(FAA AD 75-24-12 also refers)

Compliance: Unless already accomplished, within the next 100 hours TIS

Effective Date: 16 January 1976

DCA/McC/132A Hub - Inspection and Replacement

Applicability: B2D34C53N/74E having hubs S/N 705516 through 705560 used on Lycoming O-360 or IO-360 series engines

Requirement: Comply with McCauley SB 115.

(FAA AD 75-24-12 also refers)

Compliance: Propellers with more than 975 hours TIS or whose total time is unknown, within the next 25 hours TIS

Effective Date: DCA/McC/132 - 16 January 1976
DCA/McC/132A - 27 May 1977

DCA/McC/133C Hub - Inspection

Applicability: D2A34C58, F2A34C58 and D2A34C98 model propellers installed on Cessna A188 series, Fletcher FU24 series, and Transavia PL12 aircraft.

D2AF34C61 model propeller installed on Cessna 336 and Cessna 337 series aircraft

Requirement: Remove spinner and inspect all external surfaces on hub for cracks using dye penetrant method. When oil filled hub fitted, visual inspection only required. If cracked, replace before further flight.

(FAA AD's 77-19-01 and 77-20-03 and McCauley SB's 122 and 123 refer)

Compliance: At 500 hours TIS and thereafter at intervals not exceeding 100 hours TIS, except that hubs with more than 500 hours TIS shall be initially inspected within next 10 hours TIS

Effective Date: DCA/McC/133B - 17 March 1978
DCA/McC/133C - 5 May 1978

DCA/McC/134A Hub - Inspection

Applicability: All model 1A170/FFA, installed on but not limited to, Gulfstream Aerospace model AA-5B aircraft

Requirement: To preclude possible failure as result of hub cracking, accomplish the following:

1. Remove propeller from aircraft and spacer from propeller.

2. Thoroughly clean down to anodised surface and using dye penetrant method inspect centre relief bore, all mounting bolt holes and all external surfaces of entire hub area for cracks.

Remove cracked propellers from service before further flight.

Compliance: At 200 hours TTIS and thereafter at intervals not exceeding 200 hours TIS

Effective Date: DCA/McC/134 - 7 March 1980
DCA/McC/134A - 28 January 1983

DCA/McC/135A Blades - Inspection

Applicability: Blade models 78TCA-0, 80VA-0, 90DA-8, 90DCA-2, 90DCA-8, 90DCA-10, 90DCA-14, 90DCB-8, 90DEA-12, 90FA-10, 90DHB-8, 90DHB-16E, with specific S/Ns listed in McCauley SB 146 and SB 146-1 and installed on propeller models 2A34C201, 2A34C203, C2A34C204, B2D34C207, B2D34C214, 2A34C216, B2D34C217, B2D34C218, B2D34C219, B2D34C220, D2AF34C308, D2AF34C310, D3A34C401, D3A34C402, D3A34C403 and D3A34C404. Installed on but not limited to Cessna models R172K; 172RG; 177RG; 180G, H, J, K; 182M, N, P, Q; R182; A185F; T188C; TU206G; U206G; T207A; 210N: T210N and 337G

Requirement: To preclude possible fatigue failure as result of a blade forging defect, accomplish the following within the next 25 hours TIS:

1. Check propeller blade and hub S/Ns for inclusion in tables I, II and III respectively of McCauley SB 146 and tables IA IIA and IIIA of SB 146-1.

2. Inspect affected blades using dye penetrant method per McCauley SB 146. Remove defective blades from service before further flight.

(FAA AD 82-27-02R1 refers)

Effective Date: DCA/McC/135 - 18 December 1982
DCA/McC/135A - 8 April 1983

DCA/McC/136 Counterweight Bolts - Replacement

Applicability: Models 3AF32C504, 3AF32C505, 3AF32C506, 3AF32C507, 3AF32C508, and 3AF32C509 with specific S/Ns listed in McCauley SB 147. May be installed on but not limited to, Cessna models T303, T310R, 320E, 404A, 402B and 414A

Requirement: Replace counterweight bolts per McCauley SB 147.

(FAA AD 83-13-06 refers)

Compliance: By 30 September 1983 unless already accomplished

Effective Date: 19 August 1983

DCA/McC/137A Blade and Ferrule - Inspection

Applicability: Models 2A34C66/90AT-2, E2A34C73/90AT-8 and 2A36C23/84B-0 with specific S/Ns in ranges 777425 through 7910103, 735111 through 796442 and 778768 through 7910666 respectively as listed in McCauley SB 151A and which have accumulated 400 hours or more TTIS but have not been overhauled since new. Propellers may be installed on, but not limited to, Cessna 180, 180A through 180J, 188, 188A and 188B; P206, P206A through P206E, 210E through 210L; and Beech 33, 35 and 36 series

Requirement: Inspect per McCauley SB 151A.

(FAA AD 83-24-11 R1 refers)

Compliance: By 31 March 1987

Effective Date: DCA/McC/137 - 6 April 1984
DCA/McC/137A - 13 February 1987

DCA/McC/138 Propeller - Inspection and Rework

Applicability: Model 1A103/TCM6958 fixed pitch propellers installed on, but not limited to, Cessna 152 and A152

Requirement: To prevent possible fatigue cracks that can lead to blade separation near the hub, inspect and rework hub bolt holes per McCauley SB 169C.

Remove defective propellers from service before further flight.

(FAA AD 89-26-10 refers)

Compliance: At 1200 hours TTIS, or within next 100 hours TIS, whichever is the later

Effective Date: 30 March 1990

DCA/McC/139A Blade – Inspection and Rework

Applicability: Models 2A36C23/84B-0 and 2A36C82/84B-2 propellers installed on, but not limited to, Beech 35-C33A, A36, V35, and V35B aircraft.

Note 1: For propellers which have incorporated an oil-filled configuration with red dye and have been designated as hub Model 2A36C23-( )-G or Model 2A36C82-( )-G at initial production; or prior manufactured propellers which have been modified to an oil-filled configuration with red dye and reidentified as hub Model 2A36C23-( )-( )G or Model 2A36C82-( )-( )G, this AD requires compliance with paragraph (d) only.

Note 2: The parentheses used indicate the presence or absence of an additional letter(s) which vary the basic hub model designation. These letter(s) define minor changes that do not affect interchangeability or eligibility, and therefore, this AD still applies regardless of whether these letters are present or absent on the hub model designation.

Requirement: To prevent possible cracks in the propeller blade threaded retention area from progressing to blade separation, accomplish the following:-

(a) Perform disassembly per McCauley SL 1989-5, and penetrant inspect for cracks in the propeller blade threaded retention area per McCauley Service Manual No. 720415, Revision No. 1, dated May 1972, Chapter I, Page 4-6, Paragraph 4-6.

(b) If any indication of a crack is found, prior to further flight, remove propeller assembly and replace with a serviceable unit, complying with paragraph (c) below, or an equivalent initial production oil filled hub Model with red dye.

(c) Modify propeller hub assembly Model 2A36C23-( )-( ) to Model 2A36C23-( )-( )G, and Model 2A36C82-( )-( ) to Model 2A36C82-( )-( )G, as appropriate to contain oil with a red dye and reidentify per McCauley SL 1989-5.

Note 3: The modification of the propeller hub assembly to contain oil with a red dye provides an in-service means of early crack detection to prevent a blade separation and also improves lubrication and corrosion protection.

(d) If red dye is observed in service on hub Models in compliance with paragraph (c), or on an equivalent initial production oil filled hub Model with red dye, before further flight, or if in flight land as soon as practicable, as applicable, determine source of leakage per McCauley SL 1989-5. In the event the inspection reveals a crack, remove propeller assembly and replace with a serviceable oil filled hub Model with red dye.

(FAA AD 98-25-13 refers)

Compliance: **Propeller Hub Model 2A36C23-()-(), regardless of blade model type installed on flight training and/or aerobatic aircraft.**

Greater than 400 hours TIS or 59 calendar months since last overhaul/penetrant inspection or installed new; or prior TIS unknown. Inspect and modify within the next 100 hours TIS or one calendar month, whichever occurs first.

Less than or equal to both 400 hours TIS and 59 calendar months since last overhaul/penetrant inspection or installed new. Inspect and modify prior to the accumulation of 500 hours TIS or 60 calendar months since last overhaul/penetrant inspection or installed new, whichever occurs first.

Propeller Hub model 2A36C23-()-(), regardless of blade model, installed on other than flight training and/or aerobatic aircraft

Greater than 900 hours TIS or 59 calendar months since last overhaul/penetrant inspection or installed new; TIS unknown. Inspect and modify within the next 200 hours TIS, or at the next annual inspection, or within 12 calendar months, whichever occurs first.

Less than or equal to both 900 hours TIS and 59 calendar months since last overhaul/penetrant inspection or installed new. Inspect and modify prior to the accumulation of 1100 hours TIS or 60 calendar months since last overhaul/penetrant inspection or installed new, whichever occurs first.

Propeller Hub model 2A36C82-()-(), regardless of blade model installed on all aircraft

Greater than 1300 hours TIS or 59 calendar months since last overhaul/penetrant inspection or installed new; prior TIS unknown. Inspect and modify within the next 200 hours TIS, or at the next annual inspection, or within 12 calendar months, whichever occurs first.

Less than or equal to both 1300 hours TIS and 59 calendar months since last overhaul/penetrant inspection or installed new. Inspect and modify prior to the accumulation of 1500 hours TIS or 60 calendar months since last overhaul/penetrant inspection or installed new, whichever occurs first.

Effective Date: DCA/McC/139 - 30 March 1990
DCA/McC/139A -12 February 1999

DCA/McC/140 Propeller Hubs - Modification and Inspection

Applicability: Constant speed hub models 2D34C8-( ), 2D34C9-( ), 2D34C53-( ), B2D34C53-( ), D2A34C58-( ), F2A34C58-( ), 2A34C66-( ), E2A34C70-( ), E2A34C73-( ), D2A34C78-( ), D2A34C98-( ); and feathering hub models D2AF34C30-( ), 2AF34C55-( ), D2AF34C56-( ), D2AF34C61-( ), D2AF34C65-( ) and D2AF34C81-( ). The listed hubs may be found on, but not limited to: Beech 23, 24, 55, and 58 series aircraft; Cessna models 180, 182H, 185, 188, 206, 207, 210, 310 and 337 series; Mooney M20C and Transavia PL-12/T-300

Requirement: To prevent possible blade separation, which could result in the loss of the engine and subsequent loss of aircraft control accomplish the following:

1. Propellers which have incorporated a hub containing oil with red dye and are listed in Table 1 of McCauley SB 184A, compliance is required only with part 6 of this AD.

2. Disassemble propeller per the applicable service documents listed in McCauley SB 184A.

3. Penetrant inspect the propeller assembly for cracks in the propeller blade threaded retention area, the hub blade socket threads, the retention nut threads and the ferrule threads per the applicable service documents listed in McCauley SB 184A.

4. Remove from service, prior to further flight, propeller assemblies which exhibit cracks and replace with a serviceable unit, modified per part 5 of this AD.

5. Modify the propeller hub assembly to contain oil with a red dye and reidentify per the applicable service documents listed in McCauley SB 184A.

6. If leakage of oil containing red dye is detected in service (whether during flight or while on the ground) determine, prior to further flight, the source of the leakage per McCauley SB 184A. If this inspection reveals a crack remove from service per part 4 of this AD.

(FAA AD 91-15-04 refers)

Compliance: For propellers with 900 or more hours TTIS, within next 100 hours TIS or within next 12 calendar months or next overhaul whichever is the sooner.

For propellers with less than 900 hours TTIS, at 1000 hours TTIS or next overhaul whichever is the sooner

Effective Date: 27 September 1991

DCA/McC/141 Actuating Pin and Link Assembly - Replacement

Applicability: Model 4HFR34C652 and 4HFR34C653 propellers, change letter "-E" or prior. Model 4HFR34C764 propellers. These may be installed on, but not limited to Fairchild Swearingen SA227-AC

Requirement: To prevent failure of blade actuating pin and loss of control of propeller blade pitch, install improved actuating pin and link assemblies per McCauley SB 185C, 189B or 193 as applicable.

Compliance: By 31 December 1991

Effective Date: 20 December 1991

DCA/McC/142 Propeller Hubs - Modification and Inspection

Applicability Model 2A37C223/90RB two bladed propellers, S/N 901074 thru 901092, 901094 thru 901099, 901315 thru 901320, 901322 thru 901336, 901338 thru 901340, 902816, 902818 thru 902821; 910044, 910046 thru 910051, 910161 thru 910164, 910166, 910169 thru 910170, 910172, 910174, 910176 thru 910181, 911694, 911696, 912019, 912057, 912060, 912062, 912912; 920256 thru 920260, 920262, 920264, and 920266. These propellers may be installed on, but not limited, to Beech 35-C33A, V35, V35B, and A36 aircraft.

Requirement: To prevent cylinder screw failure that could result in loss of propeller control, accomplish the following:-

Install internal steel components, replace balance ring P/N C-6440-[X] with P/N C-6560, replace cylinder mounting screws with new screws P/N A-1635-70, and modify the propeller to an oil-filled configuration with red dye, all per McCauley SL 1993-13.

If leakage of oil containing red dye is detected in service (whether during flight or while on the ground) determine, before further flight, the source of the leakage per SL 1993-13. Remove from service, before further flight, propeller assemblies that exhibit cracks.

(FAA AD 95-09-08 refers)

Compliance: Within next 50 hours TIS, or 12 calendar months, whichever is the sooner.

Effective Date: 7 July 1995

DCA/McC/143C Cancelled – DCA/McC/153 refers

Effective Date: 25 March 2010

DCA/McC/144A Propeller Hub - Inspection

Applicability Model C35, C72, C74, C75, C80, C86, C87, C92, and C93 series propellers, incorporating the following hub models: D3AF32C35-( ), D3AF34C80-( ), 3AF34C92-( ), 3AF32C72-( ),
3AF34C86-( ), 3AF32C93-( ), 3AF34C74-( ), 3AF32C87-( ),
3AF32C75-( ), D3AF32C87-( ).

These propellers may be installed on but not limited to the following aircraft: Beech 58 and 95 series, Cessna 310, 320, 335, 340, 401, 402, 411, 414, and 421 series.

Requirement: To prevent propeller blade separation due to hub cracking accomplish the following:-

1. Perform a visual inspection per McCauley SB 200C. If crack indications are found or suspected, confirm cracks by dye penetrant inspection per SB 200C. Any hubs found cracked must be removed from service before further flight.

2. Perform a one-time eddy current inspection for cracks in the threaded area of the hub per McCauley SL 1993-11A. Any hubs found cracked must be removed from service before further flight. Modify hubs to contain oil with red dye and install Warning-Decal per SL 1993-11A.

3. If leakage of oil containing red dye is detected in service (whether during flight or while on the ground), determine prior to further flight, the source of the leakage per SL 1993-11A. Any hubs found cracked must be removed from service before further flight.

(FAA AD 95-24-05R1 refers)

Compliance: 1. Within next 25 hours TIS and thereafter at intervals not to exceed 60 hours TIS until modified per part 2.

2. For propellers with greater than 900 hours or 59 calendar months since last overhaul/penetrant inspection or installed new or prior TIS is unknown; within next 300 hours TIS or 12 months, whichever occurs first.

For propellers with less than or equal to both 900 hours and 59 calendar months since last overhaul/penetrant inspection or installed new; by 1200 hours or 5 years TIS since last overhaul/penetrant inspection or installed new, whichever occurs first.

3. Anytime that leakage of oil containing red dye is detected in service (whether during flight or while on the ground).

Effective Date: DCA/McC/144 - 16 February 1996
DCA/McC/144A - 7 June 1996

DCA/McC/145 Australian Air Props – Re-inspection required.

Applicability: McCauley threaded propellers last released by Australian Air Props Pty Ltd Building 515, Hartzell Place, Bankstown, NSW in the period 1 January 1991 through 12 November 2002 inclusive.

Requirement: Due to poor practices at Australian Air Props Pty Ltd the eddy current inspection required by Australian AD/PMC/41 may not have been performed correctly. To ensure the continued airworthiness of the propeller review the propeller records to determine if rework has been carried out by Australian Air Props in the applicable period. If the propeller is affected, contact CAA to determine if re-inspection is required.

(CASA AD/PMC/47 refers)

Compliance: At next scheduled inspection of aircraft or 31 Aug 2004 whichever occurs first.

Effective Date: 31 August 2003

DCA/McC/146 T & W Propellers Inc - Overhaul

Applicability: All McCauley Propellers that were overhauled by T&W Propellers Inc, of Chino California and are listed in Table 1 of FAA AD 2003-13-17.

Requirement: Following an NTSB investigation the FAA determined that T & W Propellers were not properly carrying out propeller repairs and overhauls. The investigation revealed that overhaul processes had not been carried out rendering the propellers unserviceable. To avoid failure of the propeller and loss of control of the aircraft:

Remove propellers from service and return to an authorised propeller repair centre other than T & W Propellers for disassembly and re-inspection.

(FAA AD 2003-13-17 refers)

Compliance: Within 10 hours TIS

Effective Date: 31 August 2003

DCA/McC/147 Cancelled – CAR 39.51(a)(2) refers

Effective Date: 24 April 2008

DCA/McC/148 Propeller Blades – Inspection and Overhaul

Applicability: McCauley Propellers listed in the following table and which have last been returned to service by Southern California Propeller Service of Inglewood, CA.

McCauley Propeller Systems
()2()()3()C()()()–(): All constant speed two-bladed propeller models.
()3()()3()C()()()–(): All constant speed three-bladed propeller models.
1()()()()/(): All metal propeller models.

Note 1: For McCauley propeller models listed in this table, any letter or number (or lack of a letter or number or any combination of letters or numbers) could appear where open parentheses are shown in the model number.

Note 2: No further action is required for propeller models listed in this table that have last been serviced, repaired or overhauled by a manufacturer approved service center **other than** Southern California Propeller Service.

Requirement: To prevent blade failure that could result in separation of a propeller blades and loss of control of the aircraft, disassemble and clean the propeller and inspect per the applicable propeller manufacturer's service documentation for the following:

Cracks, corrosion or pits, nicks, scratches, blade minimum dimensions, unapproved localized heating of blade, unapproved use of helicoil inserts in actuating pin holes, improperly drilled actuating pin holes, chemical conversion coat or paint or both applied over corrosion, lack of chemical conversion coating, lack of paint on internal surfaces, bolts incorrectly torqued, incorrect parts, incorrect installation of parts, reinstallation of parts intended for one-time use, and lack of proper shot peening.

Repair and replace with serviceable parts as required, and reassemble and test per the applicable propeller manufacturer's service documentation.

(FAA AD 2005-14-11 refers)

Compliance: Within the next 28 days.

Effective Date: 25 August 2005

DCA/McC/149 Goodrich 'FASTprop' De-icers – Inspection and Replacement

Applicability: Goodrich De-icing and Specialty Systems "FASTprop" propeller de-icers, P/Ns P4E1188 series, P4E1601 series, P4E2200 series, P4E2271-10, P4E2575-7, P4E2575-10, P4E2598-10, P5855BSW, P6199SW, P6592SW, P6662SW and P6975-11.

These propeller de-icers are installed on, but not limited to, the aircraft listed in table 1 of FAA AD 2005-18-20.

Requirement: To prevent propeller de-icers from detaching from the propeller blade, resulting in damage to the aircraft, and possible injury to passengers and crewmembers, accomplish the following:

1. Inspect propeller de-icers per the accomplishment instructions in paragraphs 2.A(3) through to (5) of Goodrich De-icing and Specialty Systems Alert Service Bulletin (ASB) No. 30-60-00-1. Repair or replace as required before further flight.

2. Inspect propeller de-icers per the 'Pre-flight Walkaround Visual Check' in paragraph 2.A(2) of ASB No. 30- 60-00-1. Repair or replace as required before further flight, per the accomplishment instructions in paragraphs 2.A(3) through to (5) of ASB No. 30-60-00-1.

(FAA AD 2005-18-20 refers)

Note 1: Certificated maintenance personnel must perform the initial inspection per requirement 1. Thereafter the pilot may perform the repetitive visual inspection per requirement 2 in accordance with CAR Part 43, Appendix A. The pilot must be trained and authorised (Part 43, Subpart B refers) and certification must be provided (Part 43, Subpart C refers).

Note 2: The replacement of "FASTprop" propeller de-icers with a manufacturer approved propeller de-icer, per ASB No. 30- 60-00-1 is a terminating action to this AD.

Compliance: 1. Within the next 10 hours TIS.

2. Once per day at the first daily preflight inspection.

Effective Date: 27 October 2005

DCA/McC/150 Hub Replacement - Socket Retention Threads

Applicability: Models 2D34C53/74E-X; D2A34C58/90AT-X; 3AF32C87/82NC-X; D3AF32C87/82NC-X; D3A32C88/82NC-X; D3A32C90/82NC-X; and 3AF34C92/90LF-X, with the propeller hubs listed by S/N in the following table:

Table 1. Affected Propeller Hubs

Hub Model	Hub Serial Number
C58, C34, C49, C78, C98	030725, 030726, 030727, 030728, 030729, 030730, 030748, 030749, 030750, 030751, 030752, 030753, 030754, 030755, 030756, 030757, 030758, 030759, 030760, 050403, 050407, 050408, 050410, 050475, 050477
C53	050389
C79, C90	042206 042207 042208
C77, C88	04220, 042202

C87 blank index, C72, C93	042239, 042524, 042527, 042528, 042529, 050071, 050073
C92, C74, C86	050866
C87 D index	050934

Note: Because a propeller hub can be interchanged and re-identified as a different model with the installation of different studs or adapters, any of the affected hubs could have been re-identified as a different model. Each propeller hub model listed in Table 1 of this AD is the original hub configuration when shipped from McCauley.

Requirement: To prevent cracked propeller hubs which may lead to the separation of a blade, remove from service those propeller assemblies with hubs listed in Table 1 of this AD.

(FAA AD 2005-24-09 refers)

Compliance: Within 10 Hours TIS or before 14 Jan 2006, whichever occurs first, unless already accomplished.

Effective Date: 22 December 2005

DCA/McC/151 Propeller Maintenance – Inspection and Rework

Applicability: McCauley propellers which have been serviced by Oxford Aviation Limited in the United Kingdom (trading as CSE Aviation) before November 2003.

Note 1: For a list of affected propeller P/Ns and S/Ns refer to table 2 in FAA AD 2006-24-07.

Requirement: To detect and correct inspections and repairs that might not have been accomplished, and which if left uncorrected could result in the propeller blade separating from the hub and cause loss of aircraft control, accomplish the following:

Determine if the propeller has been serviced, repaired or overhauled by Oxford Aviation Limited (trading as CSE Aviation) before November 2003.

If not, no further action is required.

If the propeller has been serviced, repaired or overhauled by Oxford Aviation Limited (trading as CSE Aviation), before November 2003 contact the Aircraft Certification Unit for further instruction at:

Civil Aviation Authority
P O Box 31-441
LOWER HUTT
Attention: Team Leader - Continuing Airworthiness

(FAA AD 2006-24-07 refers)

Note 2: If the propeller has been overhauled by another approved propeller repair facility after October 2003, no further action is required.

Note 3: A copy of FAA AD 2006-24-07 is may be obtained from http://www.airweb.faa.gov/Regulatory_and_Guidance_Library

Compliance: Within the next 50 hours TIS or by 21 February 2007, whichever is the sooner..

Effective Date: 21 December 2006

DCA/McC/152 Propeller Hub & Blade – Inspection and Life Limitation

Applicability: Model 3A32C406/82NDB-X and D3A32C409/82NDB-X propellers.

These propellers are installed on, but not limited to Beech A35, B35, C35, D35, E35, F35, G35, H35, J35, K35, M35, N35, P35, S35, V35, V35A, V35B, 35–33, 35–A33, 35–B33, 35–C33, 35–C33A, E33, E33A, E33C, F33, F33A, F33C, 36, A36, A45 and D45 aircraft fitted with Teledyne IO–520 and IO–550 series engines.

Requirement: To prevent propeller blade or hub failure that could result in separation of a propeller blade and loss of aircraft control, accomplish the following:

1. Install a placard on the instrument panel as close possible to the tachometer, that states “Continuous operation between 2,350 - 2,450 RPM at or above 24" manifold pressure is prohibited", in a font 1/8 inch high or higher.

The placard shall have red letters on a white contrasting background with a red border.

Continuous Operation between 2350 - 2450 RPM at or above 24” Manifold Pressure is Prohibited.

2. For propellers with 10000 or more hours TTIS, or unknown hours TTIS, replace the propeller per the instructions in McCauley Propeller Systems ASB No. ASB248, dated 19 April 2005.

3. For propellers with less than 10000 hours TTIS, inspect the propeller blades and repair as required per the instructions in paragraphs 2.B. through to 2.F. of ASB No. ASB248.

4. For propellers with less than 10000 hours TTIS, life-limit-stamp the letter "L" on the propeller hub and blades per the instructions in paragraph 3 of ASB No. ASB248.

(FAA AD 2007-08-04 refers)

Note: This AD introduces a propeller life limit of 10000 hours TTIS.

Compliance: 1. Within the next 10 hours TIS.

2. Within the next 50 hours TIS.

3. Within the next 100 hours TIS, and thereafter at intervals not to exceed 100 hours TIS or at every annual inspection, whichever occurs sooner.

4. At the next propeller overhaul or next major propeller disassembly.

Effective Date: 17 April 2007

DCA/McC/153 Propeller Hub – Inspection and Replacement

Applicability: Model 1A103/TCM series propellers, all S/N.

These propellers are installed on, but not limited to Cessna 152, Cessna A152, Reims F152, and Reims FA152 series aircraft, and aircraft fitted with Lycoming 0-235-L2C engines modified with Supplemental Type Certificates SA1763SO, SA5695NM, SA1000NW and SA432NE.

Note 1: This AD supersedes DCA/McC/143C. Since the issue of that AD the FAA have received a further 16 reports of finding propeller hubs cracked. This AD expands the applicability, introduces additional inspection requirements and reduces the compliance times.

Requirement: To prevent propeller separation due to hub fatigue cracks which can result in loss of aircraft control accomplish the following:

1. For propellers not previously inspected per McCauley ASB No. 221C, dated 7 September 1999, or McCauley ASB No. ASB221D dated 28 January 2008 accomplish a visual inspection and a dye-penetrant inspection of the propeller hub for cracks. Inspect the bolt holes and ream the holes if required. Inspect the steel reinforcement plates and gaskets. Remove propellers that have bolt holes that are not within the inspection limits or have cracks that are not within the rework limits. Rework cracked propellers that meet the acceptable rework limits. Accomplish these actions per the instructions in McCauley ASB No. ASB221E, dated 28 January 2010.

2. For propellers previously inspected per McCauley ASB No. 221C, or ASB No. ASB221D accomplish a visual inspection and a dye-penetrant inspection of the propeller hub for cracks. Inspect the bolt holes and ream the holes if required. Inspect the steel reinforcement plates and gaskets. Remove propellers that have bolt holes that are not within the inspection limits or have cracks that are not within the rework limits. Rework cracked propellers that meet the acceptable rework limits. Accomplish these actions per the instructions in McCauley ASB No. ASB221E, dated 28 January 2010.

Note 2: Accomplish the requirements of this AD per the instructions in McCauley Propeller Systems ASB No. ASB221E, dated 28 January 2010.
(FAA AD 2010-04-05 refers)

Compliance: 1. Within the next 50 hours TIS for propellers with more than 1500 hours TSN or unknown operating hours TSN, and

At 1500 hours TSN or within the next 50 hours TIS, whichever is later for propellers with 1500 or less hours TSN, and

Thereafter at intervals not to exceed 750 hours TIS.

2. Within the next 50 hours TIS for propellers with more than 1500 hours TSN and 750 or more hours TSLI (Time Since Last Inspection), and

At 750 hours TSLI or within the next 50 hours TIS, whichever occurs later for propellers with more than 1500 hours TSN and less than 750 hours TSLI, and

Thereafter at intervals not to exceed 750 hours TIS.

Effective Date: 25 March 2010

The State of Design ADs listed below are available directly from the National Airworthiness Authority (NAA) websites. Links to NAA websites are available on the CAA website at http://www.caa.govt.nz/airworthiness-directives/states-of-design/
If additional NZ ADs need to be issued when an unsafe condition is found to exist in an aircraft or aeronautical product in NZ, they will be added to the list below.

*** 2020-19-06 McCauley Governors – Inspection**

Applicability: McCauley governors listed in paragraph (c)(1) or (2) of FAA AD 2020-19-06.

Models listed in Table 2 of McCauley Alert Service Bulletin No. ASB273C, dated 30 January 2019 (McCauley ASB273C) with a S/N from 170061 through to 180501, excluding the S/N listed in Table 1 of McCauley ASB273C.

Models listed in Table 2 of McCauley ASB273C, with any S/N that has an installation date after 31 January 2017, or an installation date that cannot be determined.

Note: CAA AMOC approval 4336 applicable to FAA AD 2020-19-06 allows the use of additional documentation for the completion of the instructions in McCauley Alert Service Bulletins (ASB) ASB237, ASB237A, ASB273B, or ASB273C. The additional documentation provides criteria to determine if a governor is eligible for installation.
FAA Special Airworthiness Information Bulletin (SAIB) AIR-21-01, dated 4 January 2021 titled: *Alternative Method of Compliance to Airworthiness Directive 2020-19-06* pertains to the subject of CAA AMOC 4336.
The CAA AMOC and the FAA SAIB are available on the CAA website at: https://www.aviation.govt.nz/aircraft/airworthiness/airworthiness-directives/Filter/?SearchTerm=&Category=278

Effective Date: 3 November 2020