

Propeller Model 2A36C23-PEG Serial No: 768153 Blade Serial No: B62462YS and B62470YS

Airworthiness Directive **Amendment 39-5240;**
AD 83-24-11 R1

Federal Register Information

Header Information

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

Amendment 39-5240; AD 83-24-11 R1

MCCAULEY ACCESSORY DIVISION Models
2A34C66/90AT-2, E2A34C73/90AT- 8, and
2A36C23/84B-0 Propellers

Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective March 12, 1986.

Regulatory Information

83-24-11 R1 MCCAULEY ACCESSORY DIVISION:

Amendment 39-4768 as amended by
Amendment 39-5240. Applies to certain
McCauley Model 2A34C66/90AT-2,
E2A34C73/90AT- 8, and 2A36C23/84B-0
constant speed propellers with specific serial
numbers listed in McCauley Service Bulletin No.
151A dated December 6, 1985, or FAA
approved equivalent, installed on, but not
limited to, Cessna 180, 180A through 180J,
Cessna 188, 188A, and 188B, Cessna P206,
P206A through P206E, Cessna 210E through
210L, and Beech 33, 35, and 36 series aircraft
certificated in any category.

Compliance is required as indicated unless
already accomplished.

To prevent propeller blade failure, accomplish
the following:

1. For propellers with 400 or more hours time in service since new, disassemble the propeller and inspect the retention threads on the blades and ferrules in accordance with McCauley Service Bulletin 151A dated December 6, 1985, within the next 25 hours time in service or within the next 30 days after the effective date of this AD, whichever occurs earlier.
2. For propellers with less than 400 hours time in service since new, disassemble the propeller and inspect the retention threads on the blades and ferrules in accordance with McCauley Service Bulletin 151A dated December 6, 1985, prior to accumulating 425 hours time in service.
3. If no scratch(es) or unairworthy conditions are observed, the blade retention threads must

be dye penetrant inspected to confirm visual observations, before return to service.

4. Blades showing evidence of scratch(es) within the first four outboard threads or other unairworthy condition(s) must be replaced with an airworthy blade. Blades showing evidence of scratch(es) from the fifth thread and inboard, must be repaired before returning blade to service. Ferrules showing evidence of sharp edges on the threads must be repaired and replated in accordance with McCauley Service Bulletin 151A dated December 6, 1985, before returning to service.

5. A special flight permit may be issued in accordance with Federal Aviation Regulations 21.197 to operate the aircraft to a base where the AD can be accomplished.

Upon request of the operator, an equivalent means of compliance with the requirements of this AD may be approved by the Manager, Chicago Aircraft Certification Office, FAA, 2300 East Devon Avenue, Des Plaines, Illinois 60018. McCauley Service Bulletin No. 151A dated December 6, 1985, identified and described in this directive, is incorporated herein and made a part hereof pursuant to 5 U.S.C. 552(a)(1). All persons affected by this directive who have not already received this document from the manufacturer may obtain copies upon request to McCauley Accessory Division, Cessna Aircraft Company, 3535 McCauley Drive, P.O. Box 430, Vandalia, Ohio 45377. This document also may be examined at the Office of the Regional Counsel, FAA, Attn: Rules Docket No. 83-ANE-27, 12 New England Executive Park, Burlington, Massachusetts 01803, weekdays, except Federal holidays, between 8:00 a.m. and 4:30 p.m.

Amendment 39-4768 became effective
December 23, 1983.

This Amendment 39-5240 becomes effective on
March 12, 1986.