

Airworthiness Directive and Service Document Effectivity List

Caution: This information is based on a review of the effectivity stated for each referenced document. While every effort has been made to eliminate any errors, a second source should be referenced to ensure all applicable documents are addressed. This listing is limited to the dash number in the propeller model and the basic blade design number, (i.e. no prefixes or suffixes). Example HC-C2YK-2/7666 not HC-C2YK-2CEUF/F7666A-2R. As such, there may be documents listed which apply to a very specific propeller model/aircraft installation that do not affect the propeller that is being queried. A thorough review of each document's effectivity is required to ensure appropriate compliance.

Report for Propeller Model / Blade Model: HC-B4TN-5 / 10282

Overhaul Manual: 118F

Owner's Manual: 139

**Blade
Overhaul
Manual:**
133C

Airworthiness Directives	Effective
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AD 2006-24-07 The FAA is adopting a new airworthiness directive (AD) for certain Hartzell Propeller Inc. HC, BHC, and PHC series propellers; and McCauley Propeller Systems controllable propellers serviced by Oxford Aviation Services Limited, doing business as CSE Aviation, in the United Kingdom between September 1998 and October 2003. This AD requires inspecting the propeller blades and other critical propeller parts for wear and mechanical damage. This AD results from findings that CSE Aviation failed to perform some specific inspections and repairs. We are issuing this AD to detect unsafe conditions that could result in a propeller blade separating from the hub and loss of control of the airplane. 1/3/2007

AD 2005-14-11 These actions are against propeller models returned to service by Southern California Propeller Service. Southern California Propeller Service is not to be confused with propeller repair stations known as California Propeller or as Propeller Service of California. Southern California Propeller Service was issued Air Agency Certificate number of VXSR617L in 1992, which was revoked in June of 1998. 8/17/2005

AD 2005-14-12 This AD requires initial and repetitive 7/29/2005

visual inspections and torque checks of certain manufacture lot numbers of propeller mounting bolts, P/N B-3339, and eventual removal from service of those bolts. This AD results from the discovery during routine propeller installation that a bolt from a certain manufacture lot did not properly absorb the Installation torque. This AD also results from the discovery that other bolts of the same part number from a different manufacture lot had material surface pitting. We are issuing this AD to prevent propeller attaching bolt failures or improperly secured propellers, which could lead to separation of the propeller from the airplane.

AD 83-08-01 R2 Propeller attach bolt failures and improperly secured propellers.	5/11/2005
AD 2003-13-17 Inspections of various propeller models returned to service by T and W Propellers, Inc.	7/18/2003
AD 96-18-14 Hub replacement with concurrent blade and blade clamp inspection.	10/16/1996
AD 95-01-02 Fatigue cracks in propeller assemblies and replacement of blades.	1/27/1995
AD 94-11-04 Propeller hub arm assembly failure due to high vibration frequencies during ground idle speed.	5/26/1994
AD 94-03-11 Fatigue cracks in propeller hub arm assemblies.	2/28/1994
AD 74-14-01 Possible blade failures due to cracks.	8/22/1974