

Airworthiness Directive

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

AD **63-19-04**

SENSENICH Models C-2FM, CS-2FM, C-3FR4, CS-3FR5, and CS-3FM4 Propellers
PDF Copy (If Available):

▼ Preamble Information

AGENCY: Federal Aviation Administration, DOT

DATES: Effective October 15, 1963.

▼ Regulatory Information

63-19-04 SENSENICH: Amdt. 618 Part 507 Federal Register September 14, 1963. Applies to All Controllable and Constant Speed Propeller Models C-2FM, CS-2FM, C-3FR4, CS-3FR5, and CS-3FM4.

(Aircraft on which these propeller models are installed include but are not necessarily confined to the Piper PA-12, -14, -16, -20, -22, Monocoupe 90AL-115, Stinson 108-2 and -3, Bellanca 14-13 and Goodyear GA-2B.)

Compliance required as indicated.

(a) On aircraft with Lycoming O-235C or O-290-D Series engines or Franklin 6A4- 165-B3 engines, inspect propellers with 90 hours or more propeller time in service on the effective date of this AD in accordance with (e) within 10 hours propeller time in service after the effective date of this AD, and

thereafter each 100 hours propeller time in service from the last inspection.

(b) On aircraft with Lycoming 0-325C or 0-290-D Series engines or Franklin 6A4- 165-B3 engines, inspect propellers with less than 90 hours propeller time in service on the effective date of this AD in accordance with (e) prior to the accumulation of 100 hours propeller time in service, and thereafter within each 100 hours propeller time in service from the last inspection.

(c) On aircraft with engines not listed in (a) and (b), inspect propellers with 290 hours or more propeller time in service on the effective date of this AD in accordance with (e) within 10 hours propeller time in service after the effective date of this AD, and thereafter within each 300 hours propeller time in service from the last inspection.

(d) On aircraft with engines not listed in (a) and (b), inspect propellers with less than 290 hours propeller time in service on the effective date of this AD in accordance with (e) prior to the accumulation of 300 hours propeller time in service, and thereafter within each 300 hours propeller time in service from the last inspection.

(e) Remove the propeller blades from the hub and carefully inspect the wood blade shank and split retaining groove in the blade ferrule for cracks. Check and tighten the lag screws to 160 inch-pounds of torque. Magnetically inspect the ferrule and all ferrous metallic parts of the hub. Special care should be given to the inspection for cracks originating in the hub lock ring groove. Replace blades with broken lag screws, cracked wood shanks or ferrule before further flight.

(Sensenich Service Bulletins Nos. 133, Revision 1, dated January 29, 1960, and R-9 dated December 7, 1962, cover this same subject.)

This supersedes AD 50-47-01.

This directive effective October 15, 1963.

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