TELEGRAPHIC MESSAGE

NAME OF AGENCY	PRECEDENCE	SECURITY CLASSIFICATION
DOT/FAA/AIRCRAFT CERTIFICATION SERVICE ENGINE & PROPELLER DIRECTORATE, ANE-100 12 NEW ENGLAND EXECUTIVE PARK BURLINGTON, MA 01803	ACTION: PRIORITY INFO:	UNCLASSIFIED
ACCOUNTING CLASSIFICATION	**DATE PREPARED** MAY 22, 1991	**FILE**
FOR INFORMATION CALL		
NAME FRANK W. WALSH	**PHONE NUMBER** FTS 836-7066	**TYPE OF MESSAGE** ☐ SINGLE ☐ BOOK ☐ MULTIPLE-ADDRESS

THIS SPACE FOR USE OF COMMUNICATION UNIT

MESSAGE TO BE TRANSMITTED *(Use double spacing and all capital letters)*

TO:
FAA HEADQUARTERS
ADA-40
WASHINGTON, D.C.

EMERGENCY DISTRIBUTION BY TELEGRAM IS REQUIRED.

SEND TO OWNERS AND OPERATORS OF THE HAMILTON STANDARD MODELS 14RF-9, -19, & -21 AND MODELS 14SF-5, -7, -11, & -15; AND HAMILTON STANDARD-BRITISH AEROSPACE MODEL 6/5500/F-1 PROPELLERS.

THIS EMERGENCY TELEGRAPHIC AIRWORTHINESS DIRECTIVE (AD) NO. T91-11-51 , APPLICABLE TO HAMILTON STANDARD MODELS 14RF-9, -19, & -21 AND MODELS 14SF-5, -7, -11, & -15; AND HAMILTON STANDARD-BRITISH AEROSPACE MODEL 6/5500/F-1 PROPELLERS WITH TITANIUM NITRIDED TRANSFER TUBE PART NUMBER (P/N) 782515-1, P/N 784525-4, OR P/N 790202-2, SUPERSEDES TELEGRAPHIC AD NO. T91-10-51, ISSUED ON MAY 9, 1991. THE NEW TELEGRAPHIC AD IS PROMPTED BY (1) REPORTED RESULTS OF INSPECTIONS CONDUCTED UNDER THE INITIAL TELEGRAPHIC AD WHICH INDICATE A NEED FOR TIGHTER INSPECTION REQUIREMENTS. A MEASUREMENT OF WEAR ON ONE OF THE RETURNED QUILLS WAS AT THE AD LIMIT FOR

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TO:

ACCEPTANCE BUT FAILED TO ENGAGE THE PROPELLER TRANSFER TUBE. THIS INDICATED A NEED TO REDUCE THE WEAR LIMITS SPECIFIED IN THE AD. IN ADDITION AN ANALYSIS OF THE TIME ON RETURNED UNITS INDICATES A NEED TO REDUCE THE INSPECTION INTERVALS. (2) THE NEED TO ADD ANOTHER PROPELLER MODEL TO THIS TELEGRAPHIC AD'S APPLICABILITY. THIS TELEGRAPHIC AD IS EFFECTIVE IMMEDIATELY UPON RECEIPT OF THIS TELEGRAM BECAUSE OF POSSIBLE EXCESSIVE WEAR OF THE PROPELLER CONTROL UNIT (PCU) BALLSCREW QUILL P/N 782284-1. THIS AD REQUIRES MEASUREMENT OF THE PCU BALLSCREW QUILL FOR EXCESSIVE WEAR, AND REPLACEMENT OF THE PCU QUILL IF EXCESSIVE WEAR IS FOUND.

PURSUANT TO THE AUTHORITY OF THE FEDERAL AVIATION ACT OF 1958, DELEGATED TO ME BY THE ADMINISTRATOR, THE FOLLOWING TELEGRAPHIC AD T91-11-51 IS ISSUED AND IS EFFECTIVE IMMEDIATELY UPON RECEIPT.

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TO:

THIS TELEGRAPHIC AD APPLIES TO HAMILTON STANDARD MODELS 14RF-9, -19, & -21 AND MODELS 14SF-5, -7, -11, & -15; AND HAMILTON STANDARD-BRITISH AEROSPACE MODEL 6/5500/F-1 PROPELLERS WITH TITANIUM NITRIDED TRANSFER TUBE P/N 782515-1, P/N 784525-4, OR P/N 790202-2, INSTALLED IN BUT NOT LIMITED TO THE EMBRAER MODELS EMB-120 & EMB-120RT, SAAB-SCANIA AB MODEL SAAB 340B, AEROSPATIALE MODELS ATR42-100, -300, -320, & ATR72-101, -201, DeHAVILLAND MODELS DHC-8-100, -300, CONSTRUCCIONES AERONAUTICS SA MODELS CN-235 & CN-235-100, AND BRITISH AEROSPACE MODEL ATP AIRPLANES.

COMPLIANCE IS REQUIRED AS INDICATED UPON RECEIPT OF THIS TELEGRAPHIC AD, UNLESS ALREADY ACCOMPLISHED.

TO PREVENT LOSS OF CONTROL OF THE PROPELLER SYSTEM, DUE TO EXCESSIVE BALLSCREW QUILL WEAR AND RESULTANT INABILITY TO CHANGE PROPELLER BLADE PITCH, ACCOMPLISH THE FOLLOWING:

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TO:

(A) FOR PROPELLERS WITH 200 OR MORE HOURS TIME-IN-SERVICE ON RECEIPT OF THIS TELEGRAPHIC AD, COMPLY WITH THE FOLLOWING WITHIN THE NEXT 10 HOURS TIME-IN-SERVICE:

(1) MEASURE RADIAL DISPLACEMENT (BACKLASH) OF THE PROPELLER CONTROL UNIT (PCU) BALLSCREW QUILL P/N 782284-1 USED IN THE PROPELLERS EQUIPPED WITH TITANIUM NITRIDED TRANSFER TUBE P/N 782515-1, P/N 784525-4, OR P/N 790202-2.

NOTE: THE TITANIUM NITRIDED TRANSFER TUBES AND THE "A1" NITRIDED TRANSFER TUBES HAVE THE SAME P/N 782515-1, P/N 784525-4, AND P/N 790202-2. THE TITANIUM NITRIDED TRANSFER TUBES CAN BE IDENTIFIED BY A GOLD COLORED SPLINE. THE "A1" NITRIDED TRANSFER TUBES CAN BE IDENTIFIED BY A GREY COLORED SPLINE AND THEY ARE NOT AFFECTED BY THIS TELEGRAPHIC AD.

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TO:

(2) IF THE RADIAL DISPLACEMENT (BACKLASH) IS GREATER THAN 0.005", REPLACE THE PCU QUILL PRIOR TO FURTHER FLIGHT. REPEAT COMPLIANCE WITH THIS TELEGRAPHIC AD PRIOR TO ACCUMULATING 200 HOURS TIME-IN-SERVICE ON THE REPLACEMENT PCU QUILL.

(3) IF THE RADIAL DISPLACEMENT (BACKLASH) IS GREATER THAN 0.003" BUT LESS THAN OR EQUAL TO 0.005", REPEAT PARAGRAPH (A)(1) OF THIS TELEGRAPHIC AD EVERY 100 HOURS TIME-IN-SERVICE AND REPLACE THE PCU QUILL, IF NECESSARY, IN ACCORDANCE WITH PARAGRAPH (A)(2) OF THIS TELEGRAPHIC AD. IF THE PCU QUILL IS REPLACED, REPEAT COMPLIANCE WITH THIS TELEGRAPHIC AD PRIOR TO ACCUMULATING 200 HOURS TIME-IN-SERVICE ON THE REPLACEMENT PCU QUILL.

(4) IF THE RADIAL DISPLACEMENT (BACKLASH) IS EQUAL TO OR LESS THAN 0.003", REPEAT COMPLIANCE WITH THIS TELEGRAPHIC AD PRIOR TO ACCUMULATING AN ADDITIONAL 200 HOURS ON THE PROPELLER.

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TO:

(B) FOR PROPELLERS WITH LESS THAN 200 HOURS TIME-IN-SERVICE ON RECEIPT OF THIS TELEGRAPHIC AD, COMPLY WITH THIS TELEGRAPHIC AD PRIOR TO REACHING 200 HOURS TIME-IN-SERVICE OR WITHIN THE NEXT 10 HOURS TIME-IN-SERVICE, WHICHEVER OCCURS LATER.

(C) REPLACEMENT OF THE TITANIUM NITRIDED TRANSFER TUBES WITH THE "A1" NITRIDED TRANSFER TUBES OR OTHER FAA-APPROVED TRANSFER TUBES IS TERMINATING ACTION FOR THIS TELEGRAPHIC AD.

(D) UPON SUBMISSION OF SUBSTANTIATING DATA BY AN OWNER OR OPERATOR THROUGH AN FAA INSPECTOR (MAINTENANCE, AVIONICS, OR OPERATIONS, AS APPROPRIATE), THE MANAGER, BOSTON AIRCRAFT CERTIFICATION OFFICE, ENGINE AND PROPELLER DIRECTORATE, AIRCRAFT CERTIFICATION SERVICE, FAA, 12 NEW ENGLAND EXECUTIVE PARK, BURLINGTON, MA 01803, MAY APPROVE AN EQUIVALENT MEANS OF COMPLIANCE OR AN ADJUSTMENT OF THE COMPLIANCE SCHEDULE WHICH PROVIDES AN EQUIVALENT LEVEL OF SAFETY.

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TO:

NOTE 1: HAMILTON STANDARD SERVICE BULLETIN 14RF-21-61-A33, REVISION 1, ADDRESSES THE 14RF-21 PROPELLER FOR CASA MODELS CN-235 AND CN-235-100 AIRPLANES; SERVICE BULLETIN 14RF-19-61-A13, REVISION 1, ADDRESSES THE 14RF-19 PROPELLER FOR SAAB-SCANIA MODELS SAAB 340B AIRPLANE; SERVICE BULLETIN 14RF-9-61-A49, REVISION 1, ADDRESSES THE 14RF-9 PROPELLER FOR EMBRAER MODELS EMB-120 AND EMB-120RT AIRPLANES; SERVICE BULLETIN 14SF-61-A52, REVISION 1, ADDRESSES THE 14SF-5,-7,-11, AND -15 PROPELLERS FOR AEROSPATIALE MODELS ATR42-100, -300, & -320 AND MODELS ATR72-101 & -201 AIRPLANES AND DeHAVILLAND MODELS DHC-8-100 & -300 AIRPLANES; AND SERVICE BULLETIN ABA910-A61-3, DATED MAY 20, 1991, ADDRESSES THE 6/5500/F-1 PROPELLER FOR BRITISH AEROSPACE MODEL ATP AIRPLANE.

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TO:

NOTE 2: THE SERVICE BULLETINS REFERENCED IN NOTE 1, ABOVE, CAN BE OBTAINED FROM HAMILTON STANDARD, ONE HAMILTON ROAD, WINDSOR LOCKS, CONNECTICUT 06096-1010.

ISSUED IN BURLINGTON, MASSACHUSETTS ON MAY 22, 1991

JACK SAIN, MANAGER
ENGINE AND PROPELLER DIRECTORATE
AIRCRAFT CERTIFICATION SERVICE

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