

77-16-01 MCCAULEY PROPELLERS: Amendment 39-2994. Applies to the following two bladed constant speed McCauley propellers, which were modified by Hoosier Aircraft Accessory Inc., Indianapolis, Indiana, or Univair Aircraft Corporation, Aurora, Colorado during the period of December 8, 1972 thru June 30, 1975. These propellers are installed on, but not limited to the aircraft models listed below.

Propeller Model Note (1)	Hub Serial No. Note (2)	Aircraft Model Note (3)
D2A34C49 (*)	692417 (H) 703405 (H) 705820 (H)	Cessna 185 thru 185E (thru S/N 185-1149) Cessna 210 thru 210C (thru S/N 21058220) Cessna 210-5 & 210-5A (thru S/N 205-0576) (The above models use Continental IO-470 engines) Navion A thru G Series
D2A34C50 (*)	64746 (H) -or- 690329 (H)	Cessna 180 thru 180H (thru S/N 18052284)
2A34C50 (*)	731417 (U)	Cessna 182 thru 182G (thru S/N 18255844) Cessna 188 thru 188B (thru S/N 18802348) Wren 460 Series
D2A34C58 (*)	543736 (U) -or- 702828 (U)	Bellanca 17-30 Cessna 185 thru 185E (thru S/N 185-1149)
F2A34C58 (*)	710292 (U) -or- 712516 (U)	
2A34C58 (*)	720683 (U) 721610 (H) 730297 (U) 738166 (U) 734269 (H) 736436 (H)	Cessna A185 thru A185F Cessna A188 thru A188B Cessna 206 (thru S/N 206-0275) Cessna U206 thru U206F (thru S/N U20603560) Cessna TU206A thru TU206F (Floatplane only thru S/N U20602199) Cessna P206 thru P206B (thru S/N P206-0419) Cessna TP206A (Floatplane only) Cessna 207 (thru S/N 20700364) Cessna 210 thru 210D (thru S/N 21058510) Cessna 210-5 & 2105A (thru S/N 205-0576) Interceptor (Aero Commander) 200B, C & D Series Navion A thru H Series
2A34C66 (*)	705202 (H) 714959 (U)	Cessna 180 thru 180J (thru S/N 18052770)

	720392 (U)	Cessna 182 thru 182P
	727625 (H)	(thru S/N 18265175)
	727628 (H)	Cessna 188 thru 188B
	731236 (U)	(thru S/N 18802348)
	732194 (H)	
	735330 (U)	
	746598 (U)	
E2A34C73 (*)	652300 (U)	Cessna P206 thru P206E
	-or-	
	652336 (U)	(thru P20600647)
2A34C73 (*)	652403 (H)	Cessna 210E thru 210L
	652692 (U)	(thru S/N 21061573)
	720673 (H)	
	721615 (H)	
	732503 (H)	
2D34C9 (*)	704835 (U)	Beech A23-24, A24 and A24R
2A36C1 (*)	55588 (H)	Cessna 180A thru H
	-or-	
	59229 (H)	Cessna 182, 182A thru G
2A36C18 (*)		Taylorcraft 20
	-or-	
2A36C29 (*)		
2A36C23 (*)	671564 (H)	Beech H35, J35, K35, M35
		Beech N35, P35, S35, V35, V35A
		and V35B
		(S/N's D-6562 thru D-9935)
		Beech 35-C33A, E33A and F33A
		(S/N's CE-1 thru CE-668)
		Beech E33C and F33C
		(S/N's CJ-1 thru CJ-128)
		Beech 36 and A36
		(S/N's E-1 thru E-910)
		Beech A45 (STC SA1450SW)
D2A36C33 (*)	60314 (U)	Cessna 185 thru 185D
	61005 (H)	(thru S/N 185-0967)
	611491 (H)	Cessna 210 thru 210C
	611720 (H)	(thru S/N 21058220)
		Cessna 210-5 & 210-5A
		(thru S/N 205-0576)
		Aeronautica Macchi
		AL-60() Series
		Air Parts LTD. (Fletcher)
		FU-24() Series
		Interceptor (Aero Commander/ Meyers) 200 Series
		Lockheed 402-2 "LASA 60"
2D36C14 (*)	591205 (U)	Beagle A-109
		Boisavia B-601L
		Cessna 170 Series
		(STC SA421CE)
		Cessna 172 Series
		(STC SA420CE)
		Cessna 175, 175A
		(STC SA424CE)
		Piper PA-24

NOTES:

(*) - Denotes suffix letter(s). Some models have one or more suffix letter designations, others have none.

(1) & (2) - Propeller model and hub serial numbers are stamped on the side of the propeller hub. The listing of hub serial numbers refers to specific hub serial numbers not series. In the event a spinner is installed, the spinner should be removed to check the model and hub (S/N) designations. The aircraft's records should likewise be checked to ensure that the model and hub serial number coincide with the records. In the event an error is noted, the records should be corrected accordingly. Prior to further flight, spinners should be reinstalled where applicable.

(3) - Includes listing of applicable aircraft serial numbers. If no listing is indicated, applies to all applicable serial numbers of a particular aircraft model or series.

(H) or (U) - Indicates that the propeller rework was accomplished by (H) Hoosier Aircraft Accessory, Inc., or (U) Univair Aircraft Corporation. These letters are not part of the manufacturer's hub serial numbers.

Compliance required as indicated, unless already accomplished. To preclude the possibility of blade actuating pin failures resulting from using an incorrect actuating pin, or improper rework of the ferrules and installation of the blade actuating pins and washers (i.e., a blind actuating pin hole not tapped to the proper depth can cause stripped threads on the ends of the actuating pin resulting in severe stress and may prevent actuating pin from seating on the washers) accomplish the following:

(a) All propellers listed above which were modified by (H) - Hoosier Aircraft Accessory, Inc.

(1) Within 25 hours time in service after the effective date of this AD, disassemble the propeller and inspect the blade actuating pins, washers and ferrules for proper conformity and installation in accordance with McCauley Service Manual No. 720415, Chapter I, or later Federal Aviation Administration approved revision(s).

(2) Prior to further flight, repair or replace as necessary, any improperly installed blade actuating pins, washers, and ferrules, and reassemble the propeller in accordance with McCauley Service Manual No. 720415, or later Federal Aviation Administration approved revision(s).

(b) All propellers listed above, which were modified by (U) - Univair Aircraft Corporation.

(1) Within 1200 hours time in service since last rework by Univair, or within two years, whichever comes first after the effective date of this AD, disassemble the propeller and inspect the blade actuating pins, washers and ferrules for proper conformity and installation in accordance with McCauley Service Manual No. 720415, Chapter I, or later Federal Aviation Administration approved revision(s).

(2) Prior to further flight, replace any improper blade actuating pins, washers and repair or replace the ferrules as necessary, and reassemble the propeller in accordance with McCauley Service Manual No. 720415, or later Federal Aviation Administration approved revision(s).

(c) When the above propellers are released for service, compliance with this Airworthiness Directive shall be noted in the Aircraft's Records.

(d) The responsible propeller repair station will notify the Federal Aviation Administration,

Chief, Engineering and Manufacturing Branch, AGL-210, 2300 East Devon Avenue, Des Plaines, Illinois 60018, by certified mail about the results of these inspections. The disposition of the affected propeller(s) including the blade and hub serial numbers of the propellers (as received, and where applicable, as returned to service) must be reported. (Reporting approved by the Office of Management and Budget under OMB No. 04-R0174.)

The Manufacturer's specifications and procedures identified in this Directive are incorporated herein and made part hereof pursuant to 5 U.S.C. 552(a)(1). All persons affected by the directive who have not already received these documents from the manufacturer, may obtain copies upon request to McCauley Accessory Division, Cessna Aircraft Corporation, Box 7, Roosevelt Station, Dayton, Ohio 45417. These documents may also be examined at the Great Lakes Regional Office, 2300 East Devon Avenue, Des Plaines, Illinois 60018, and at FAA Headquarters, 800 Independence Avenue, S.W., Washington, D.C. 20591. A historical file on this airworthiness directive which includes incorporated material in full is maintained by the FAA at its headquarters in Washington, D.C., and the Great Lakes Region.

Amendment 39-2994 replaces AD 76-19-04.

This amendment becomes effective August 9, 1977.