

TELEGRAPHIC MESSAGE

NAME OF AGENCY DOT/FAA/AIRCRAFT CERTIFICATION SERVICE ENGINE & PROPELLER DIRECTORATE, ANE-100 12 NEW ENGLAND EXECUTIVE PARK BURLINGTON, MA 01803		PRECEDENCE ACTION: PRIORITY INFO:	SECURITY CLASSIFICATION U
ACCOUNTING CLASSIFICATION		DATE PREPARED 5/9/91	FILE
FOR INFORMATION CALL			
NAME FRANCIS X. 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, AND - 15 PROPELLERS. THIS EMERGENCY TELEGRAPHIC AIRWORTHINESS DIRECTIVE (AD) NO. T91-10-51, APPLICABLE TO HAMILTON STANDARD MODELS 14RF-9, - 19, & -21 AND MODELS 14SF-5, -7, -11, & -15 PROPELLERS WITH TITANIUM NITRIDED TRANSFER TUBE P/N 782515-1, P/N 784525- 4, OR P/N 790202-2, 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 TELEGRAPHIC AD REQUIRES MEASUREMENT OF THE PCU BALLSCREW QUILL FOR EXCESSIVE WEAR, AND REPLACEMENT OF THE PCU QUILL IF EXCESSIVE WEAR IS FOUND.			
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TO: PURSUANT TO THE AUTHORITY OF THE FEDERAL AVIATION ACT OF 1958, DELEGATED TO ME BY THE ADMINISTRATOR, THE FOLLOWING TELEGRAPHIC AD T91-10-51 IS ISSUED AND IS EFFECTIVE IMMEDIATELY UPON RECEIPT. THIS TELEGRAPHIC AD APPLIES TO HAMILTON STANDARD MODELS 14RF-9, -19, & -21 AND MODELS 14SF-5, -7, -11, & -15 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 MODELS SAAB SF340A & SAAB 340B, AEROSPATIALE MODELS ATR42-100, -300, -320, & ATR72-101, -201, DeHAVILLAND MODELS DHC-8-100, -300, AND CONSTRUCCIONES AERONAUTICS SA MODELS CN-235 & CN-235-100 AIRPLANES.			
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TO: 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: (A) FOR PROPELLERS WITH 500 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.			
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TO: NOTE: THE TITANIUM NITRIDED TRANSFER TUBES AND THE "A1" NITRIDED TRANSFER TUBES HAVE THE SAME PART NUMBERS 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. (2) IF THE RADIAL DISPLACEMENT (BACKLASH) IS GREATER THAN 0.010", REPLACE THE PCU QUILL PRIOR TO FURTHER FLIGHT. REPEAT COMPLIANCE WITH THIS TELEGRAPHIC AD PRIOR TO ACCUMULATING 500 HOURS TIME-IN-SERVICE ON THE REPLACEMENT PCU QUILL.			
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TO:			
(3) IF THE RADIAL DISPLACEMENT (BACKLASH) IS GREATER THAN 0.0027" BUT LESS THAN OR EQUAL TO 0.010", 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 500 HOURS TIME-IN-SERVICE ON THE REPLACEMENT PCU QUILL. (4) IF THE RADIAL DISPLACEMENT (BACKLASH) IS EQUAL TO OR LESS THAN 0.0027", REPEAT COMPLIANCE WITH THIS TELEGRAPHIC AD PRIOR TO ACCUMULATING AN ADDITIONAL 500 HOURS ON THE PROPELLER.			
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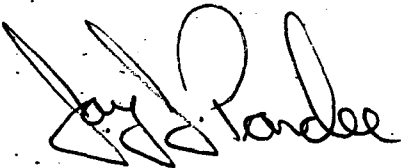
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TO:			
(B) FOR PROPELLERS WITH LESS THAN 500 HOURS TIME-IN-SERVICE ON RECEIPT OF THIS TELEGRAPHIC AD, COMPLY WITH THIS TELEGRAPHIC AD PRIOR TO REACHING 500 HOURS TIME-IN-SERVICE OR WITHIN THE NEXT 10 HOURS TIME-IN-SERVICE, WHICHEVER OCCURS LATER. (C) 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			
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TO: 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. NOTE 1: HAMILTON STANDARD SERVICE BULLETIN 14RF-21-61-A33 DATED MAY 7, 1991 ADDRESSES THE 14RF-21 PROPELLER FOR CASA MODELS CN-235 AND CN-235-100 AIRPLANES; SERVICE BULLETIN 14RF-19-61-A13, DATED MAY 7, 1991 ADDRESSES THE 14RF-19 PROPELLER FOR SAAB-SCANIA MODELS SAAB SF340A AND SAAB 340B AIRPLANES; SERVICE BULLETIN 14RF-9-61-A49 DATED MAY 7, 1991 ADDRESSES THE 14RF-9 PROPELLER FOR EMBRAER MODELS EMB-120 AND EMB-120RT AIRPLANES; AND SERVICE BULLETIN 14SF-61-A52 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.			
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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 5/9/91.  JAY PARDEE, ACTING MANAGER ENGINE AND PROPELLER DIRECTORATE AIRCRAFT CERTIFICATION SERVICE			
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