

# SERVICE BULLETIN



April 9, 2008

**SB137AD**

## TITLE

REVISED TIME BETWEEN OVERHAUL (TBO) SPECIFICATIONS

## TO:

FAA-Approved Propeller Repair Stations, Aircraft Manufacturers, Owners and Operators

## MODELS AFFECTED

All Propellers, Governors, and Accumulators

## PUBLICATIONS AFFECTED

710930, 720415, 730720, 780401, 890119, MPC200, MPC300, MPC400, MPC500, MPC600, MPC650, MPC700, MPC750, MPC1100, CMM1100

## REASON

This revision changes the overhaul interval for the 1A103/TCM[XXXX] model propellers, the overhaul frequency is now every 1500 hours of operation or 72 calendar months, whichever occurs first.

The overhaul interval for the D3A34C447 model propeller has been added, the overhaul interval is 2400 hours or 72 calendar months, whichever occurs first.

The overhaul reference for 4HFR34C755 propellers has been changed. All 4HFR34C755 propellers shall comply with McCauley Service Bulletin 175, Converting Propeller Model 4HFR34C755 to a 4HFR34C754. All converted 4HFR34C755 propellers shall use the overhaul frequency applicable to a 4HFR34C754 propeller.

Removed reference to the 4HFR34C756 propeller, this propeller was never produced.

The overhaul interval for the 3FF34C529 propeller used on agricultural aircraft has been changed, the overhaul interval is 1200 hours or 60 calendar months, whichever occurs first.

Changes to this service bulletin, with the exception of editorial and formatting changes, are indicated by vertical lines in the margin.

## DESCRIPTION

Service Bulletin 137AD replaces Service Bulletin 137AC dated March 7, 2007.

## APPROVAL

FAA approval has been obtained on technical data in this publication that affects product type design.

Original Issue: December 28, 1979

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*TO OBTAIN SATISFACTORY RESULTS, PROCEDURES SPECIFIED IN THIS SERVICE INFORMATION MUST BE ACCOMPLISHED IN ACCORDANCE WITH ACCEPTED METHODS AND PREVAILING GOVERNMENT REGULATIONS. McCAULEY PROPELLER SYSTEMS CANNOT BE RESPONSIBLE FOR THE QUALITY OF WORK PERFORMED IN ACCOMPLISHING THIS SERVICE INFORMATION.*

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## ACCOMPLISHMENT INSTRUCTIONS

### 1. General

- A. The following pages show McCauley's mandatory specified time between overhaul for propellers, governors, and accumulators. Specifications are based on hours of operation and calendar time, whichever occurs first. The starting point for the calendar limit is the date of first installation on an engine (not from date of manufacture or overhaul). Date of manufacture or overhaul is applicable when determining long term storage inspections. If the propeller has been removed from service, the TBO calendar limit still applies, not long term storage.

**NOTE:** Calendar month is the period of time from the first day of a month to the last day of the month. When the term calendar month is used, compliance can be achieved at any time during the month, up to and including the last day of the month. For Example: a propeller with a 60 calendar month inspection interval is inspected and approved upon any given day of the month. This propeller will become due for inspection upon the last day of the same month, 60 months later.

- B. All deviations from published TBOs must be approved by your local Regulatory Authority with a recommendation from McCauley.
- C. If the propeller, governor, or accumulator is in storage in excess of two years, additional inspections are required. Once installed on an aircraft the propeller, governor, or accumulator calendar limit is not interrupted by subsequent removal and/or storage.
- D. Propeller, governor, and accumulator overhaul should, as much as practical, coincide with engine overhaul. For example, in a case where propeller TBO is 1500 hours and engine TBO is 1400 hours, the propeller should be overhauled at the same time as the engine. This is appropriate as long as neither TBO limit is exceeded.

**CAUTION:** REVIEW APPLICABLE FAA AIRWORTHINESS DIRECTIVES OR McCAULEY SERVICE BULLETINS. THESE MAY REQUIRE COMPLIANCE PRIOR TO TBO.

- E. TBO specifications are based on normal aircraft with normal and continuous usage. Flight time and calendar limit must not be the only factors considered in determining when a propeller, governor, or accumulator needs to be overhauled. Factors such as operating conditions or environment often demand that a propeller, governor, or accumulator be overhauled prior to TBO. Even though a propeller, governor, or accumulator may be operating normally and have a good external appearance when the TBO flight time or calendar limit is reached, operation beyond the specified TBO limits is not permitted.

### 2. Long Term Storage of Controllable Pitch Propellers

- A. The following is applicable to new and overhauled propellers prior to entering service (engine installation) or at any time propeller is removed from service. Storage time is determined from date of manufacture, overhaul, or removal from aircraft.
- (1) Storage must be in a clean and dry environment, preferably in the original shipping carton and above ground level, to minimize exposure to dirt and moisture.
  - (2) If storage period exceeds 2 years before entering service or returning to service perform the following inspection:
    - (a) For all propeller models, inspect externally for damage and corrosion. Inspection may be accomplished by an A & P mechanic or international equivalent. Make logbook entry of compliance with Service Bulletin 137 latest version.
    - (b) For non-oil-filled propeller models, remove propeller cylinder, inspect for internal corrosion and signs of deterioration, and repair as necessary. This must be accomplished only by a FAA approved propeller repair station or international equivalent in accordance with the appropriate propeller service manual. Make logbook entry of compliance with Service Bulletin 137 latest version.



- (3) For all propeller models, If storage period exceeds five (5) years, before entering service or returning to service perform the following inspection and parts replacement:
  - (a) Disassemble as necessary to replace all rubber seals and lubricants. Total disassembly (such as removing ferrules from blades) is not required unless evidence of corrosion warrants further disassembly. This must be accomplished only by a FAA approved propeller repair station or international equivalent in accordance with the appropriate propeller service manual. Make logbook entry of compliance with Service Bulletin 137 latest version.
  - (b) Inspect parts for damage and corrosion, repair/replace parts as necessary. Work must be accomplished only by a FAA approved propeller repair station or international equivalent in accordance with the appropriate propeller service manual. Make logbook entry of compliance with Service Bulletin 137 latest version.

### 3. Long Term Storage of Governors and Accumulators

- A. The following is applicable to new and overhauled governors or accumulators prior to entering service (engine installation) or at any time governor or accumulator is removed from service. Storage time is determined from date of manufacture or overhaul or removal from aircraft.
  - (1) Storage must be in a clean and dry environment, preferably in the original shipping carton and above ground level, to minimize exposure to dirt and moisture.
  - (2) If storage period exceeds 2 years, before entering service or returning to service, perform the following inspection:
    - (a) Inspect externally for damage and corrosion.
    - (b) Test run the governor on a governor test bench to verify correct operation and check for leakage. This must be accomplished only by a FAA approved governor repair station or international equivalent in accordance with the governor service manual.
    - (c) Pressure check accumulator to verify correct operation and check for leakage. This must be accomplished only by a FAA approved governor repair station or international equivalent in accordance with the governor service manual.
  - (3) If storage period exceeds 5 years before entering service or returning to service, perform the following inspection and parts replacement:

**WARNING: COMPLETELY RELEASE ALL AIR OR NITROGEN PRESSURE BEFORE ANY DISASSEMBLY OF ACCUMULATOR. REMOVAL OF RETAINING RINGS WITH AIR PRESSURE INSIDE THE CYLINDER WILL RESULT IN EXPLOSIVE BLOW-OUT OF PARTS WITH DANGER OF SERIOUS INJURY.**

- (a) Disassemble as necessary to replace **all** rubber seals and gaskets. Total disassembly (such as disassembling the flyweight assembly) is not required unless evidence of corrosion warrants further disassembly.
- (b) Inspect parts for damage and corrosion, repair/replace parts as necessary.
  - 1 Critical inspection areas for governors are I.D. of drive gear, O.D. of the pilot spool, and "toes" of flyweight. Work must be accomplished only by a FAA approved governor repair station or international equivalent in accordance with the governor service manual.
  - 2 Critical inspection area for accumulators is inside of cylinder for corrosion. Work must be accomplished only by a FAA approved governor repair station or international equivalent in accordance with the governor service manual.

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- (4) Test run the governor on a governor test bench to verify correct operation and check for leakage. This must be accomplished only by a FAA approved governor repair station or international equivalent in accordance with the governor service manual.
- (5) Pressure check accumulator to verify correct operation and check for leakage. This must be accomplished only by a FAA approved governor repair station or international equivalent in accordance with the governor service manual.

## 4. Propeller Models

- A. The propeller model designation is impression stamped on the propeller hub. Change letters are frequently stamped at the end of the model designation (e.g. 2A34C50-BM). These letters indicate engineering changes and/or previous overhaul modifications. In Table 1, unless specific change letters are shown, the overhaul frequency note applies to all propellers of that model, regardless of change letters. Use the highest letter stamped after hub model number to determine frequency of overhaul. (Refer to Step 5.)

**Example :** Propeller model 2A36C66-ALMOR

'R' is the highest letter = TBO note C. applies

Propeller model 2A36C66-AEF

'F' is the highest letter = TBO note A. applies

**Table 1: Propeller Models**

Model Designation	Overhaul Frequency Note
2A36C1	A.
2B36C7	B.
2D34C8	B.
2D34C9	B.
2AF31C10	A.
2D34C11	A.
B2D34C11	A.
2D36C14	A.
B2D34C15	A.
B2D34C16	A.
2A36C18	A.
2A31C21	A.
2A34C22	A.
2A36C23	A.
2AF36C26	A.
2D36C28	A.
2A36C29	A.
D2AF34C30	A.
B2A36C31	A.

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Model Designation	Overhaul Frequency Note
D2A36C31	A.
C2A36C32	A.
D2A36C33	A.
D2A34C34	A.
D3AF32C35	A.
2AF36C38	A.
2AF36C39	A.
D2AF34C41	A.
D2AF34C42	A.
2A36C43	A.
D2A36C45	A.
D2AF34C46	A.
D2AF36C48	A.
D2A34C49	A.
2A34C50	A.
D2AF34C52	A.
2D34C53-less than O	A.
2D34C53-O or higher	C.
B2D34C53-less than O	A.
B2D34C53-O or higher	C.
D2AF34C54	A.
2AF34C55-less than O	A.
2AF34C55-O or higher	C.
D3AF34C56	A.
B2E34C57	A.
D2A34C58-less than O	A.
D2A34C58-O or higher	C.
F2A34C58	A.
D2AF34C59	A.
D2AF34C60	A.
D2AF34C61-less than O	A.
D2AF34C61-O or higher	C.
D2AF34C65-less than O	A.
D2AF34C65-O or higher	C.
2A34C66-less than P	A.

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Model Designation	Overhaul Frequency Note
2A34C66-P or higher	C.
D2A34C67	A.
2AF36C68	A.
B2D34CT69	A.
E2A34C70-less than P	A.
E2A34C70-P or higher	C.
D2AF34C71	A.
3AF32C72-less than N	A.
3AF32C72-N or higher	C.
E2A34C73-less than P	A.
E2A34C73-P or higher	C.
3AF34C74	A.
3AF32C75	A.
3A32C76	A.
D3A32C77	A.
D2A34C78-less than P	A.
D2A34C78-P or higher	C.
D3A32C79	A.
D3AF32C80-less than N	A.
D3AF32C80-N or higher	C.
D2AF34C81-less than O	A.
D2AF34C81-O or higher	C.
2A36C82	A.
3AF34C86	A.
3AF32C87-less than N	A.
3AF32C87-N or higher	C.
D3AF32C87-less than N	A.
D3AF32C87-N or higher	C.
D3A32C88	A.
2AF36C89	A.
D3A32C90-less than N	A.
D3A32C90-N or higher	C.
D2AF34C91	A.
3AF34C92	A.
SAF32C93-less than N	A.

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Model Designation	Overhaul Frequency Note
3AF32C93-N or higher	C.
D2A34C98	A.
2A34C201-less than C	C.
2A34C201-C or higher	E.
2D34C202	D.
2A34C203-less than C	D.
2A34C203-C or higher	E.
C2A34C204-less than C	D.
C2A34C204-C or higher	E.
B2A34C205	A.
B2D34C206	D.
B2D34C207	D.
B2D34C208	D.
2A34C209-less than C	D.
2A34C209-C or higher	E.
2A34C210	D.
B2D34C211	D.
B2D34C212	D.
B2D34C213	D.
B2D34C214	D.
2D34C215	D.
2A34C216	D.
B2D34C217	D.
B2D34C218	D.
B2D34C219	D.
B2D34C220	D.
2A34C221	D.
2A37C223-less than C	C.
2A37C223-C or higher	E.
B2D37C224	D.
B2A34C225	D.
2A34C227-less than C	D.
2A34C227-C or higher	E.
B2A37C228	A.
B2D37C229	D.

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Model Designation	Overhaul Frequency Note
D2A37C230	E.
D2A37C231	E.
2A37C232	E.
E2A37C233	E.
E2A37C234	E.
B2D34C235	E.
C2D37C236	E.
B2A37C238	E.
2A34C239	E.
2A34C240	D.
2A34C241	E.
D2AF34C301	D.
D2AF34C302	D.
D2AF34C303	D.
D2AF34C304	D.
D2AF34C305-less than B	A.
D2AF34C305-B or higher	D.
D2AF34C306	D.
D2AF34C307	D.
D2AF34C308	D.
D2AF34C310	D.
D2AF34C312	E.
D2AF34C314	E.
D2AF34C315	E.
D2AF34C317	E.
D2AF34C318	E.
D2AF34C320	E.
D3A34C401	D.
D3A34C402	D.
D3A34C403	D.
D3A34C404	D.
B3D34C405	D.
3A32C406-less than D	S.
3A32C406-D or higher	T.
B3D32C407	D.

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Model Designation	Overhaul Frequency Note
D3A32C408	A.
D3A32C409-less than D	S.
D3A32C409-D or higher	T.
D3A36C410	D.
D3A32C411	D.
B3D32C412	D.
B3D34C413	D.
B3D32C414	D.
C3D36C415	D.
B3D36C416	D.
B3D32C417	D.
3A32C418	D.
B3D32C419	D.
D3A34C420-less than D	D.
D3A34C420-D or higher	E.
B3D34C421	D.
3A34C422	D.
3A34C423-less than D	D.
3A34C423-D or higher	E.
B3D36C424	D.
B3D36C427	D.
B3D36C428	D.
B3D36C429	D.
D3A36C430	E.
B3D36C431	E.
B3D36C432	E.
B3D36C433	E.
3A36C434	E.
D3A36C435	E.
D3A36C436	E.
B3D36C442	E.
D3A34C443	E.
D3A34C444	E.
D3A34C447	E.
3FF32C501	D.

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Model Designation	Overhaul Frequency Note
3AF34C502	D.
3AF34C503	D.
3AF32C504	D.
3AF32C505	D.
3AF32C506	D.
3AF32C507	D.
3AF32C508	D.
3AF32C509	D.
3AF37C510	D.
3AF32C511	D.
3AF32C512	D.
3AF36C514	D.
3AF32C515	D.
3AF37C516	D.
3AF32C521	D.
3AF32C522	D.
3AF32C523	D.
3AF32C524	F.
3AF32C525	D.
B3DF36C526	F.
B3DF36C527	F.
3AF32C528	F.
3FF34C529	V.
3GFR34C601	G.
3GFR34C602	G.
4HFR34C652	H.
4HFR34C653	O.
4HFR34C661	H.
4HFR34C662	H.
4HFR34C663	L.
4HFR34C664	H.
4HFR34C665	K.
3GFR34C701	G.
3GFR34C702	G.
3GFR34C703	I.

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Model Designation	Overhaul Frequency Note
3GFR34C704	G.
4HFR34C754	G.
4HFR34C755	U.
4JFR34C758	G.
4HFR34C762	G.
4HFR34C763	G.
4HFR34C764	H.
4HFR34C766	G.
4HFR34C768	H.
4HFR34C769	H.
4HFR34C771	H.
4HFR34C773	H.
4HFR34C774	G.
4HFR34C775	I.
5JFR36C1003	F.
5HFR34C1008	H.
B5JFR36C1101	M.
C5JFR36C1102	M.
B5JFR36C1103	N.
C5JFR36C1104	N.
5HFR34C1105	H.
Fixed Pitch Propellers	P.
Propeller Governors	Q.
Propeller Accumulators	R.

## 5. Overhaul Frequency Notes

### A. 1200 hours or 60 calendar months, whichever occurs first, except:

- (1) All C1, C14, C18, C28, C29, C31, C32, C33 and C45 propellers with plain (no prefix or suffix) blade serial numbers (00000 thru 21297) - the overhaul frequency is 1000 hours or 60 calendar months, whichever occurs first.
- (2) All 2A36C23, D2AF34C30, D3AF32C35, 2AF34C55, 3AF32C75, 3A32C76 and 2A36C82 propellers with hub serial number 71XXXX and higher - the overhaul frequency is 1500 hours or 60 calendar months, whichever occurs first.

### B. 1000 hours or 60 calendar months, whichever occurs first, except:

- (1) All 2D34C9 propellers with hub serial number 71XXXX and higher - the overhaul frequency is 1500 hours or 60 calendar months, whichever occurs first.

- C. **1500 hours or 60 calendar months**, whichever occurs first, except:
- (1) Agricultural aircraft installations - the overhaul frequency is 1200 hours or 60 calendar months, whichever occurs first.
- D. **2000 hours or 72 calendar months**, whichever occurs first, except:
- (1) Agricultural aircraft installations - the overhaul frequency is 1200 hours or 60 calendar months, whichever occurs first.
  - (2) Aerobatic installations - the overhaul frequency is 1000 hours or 72 calendar months, whichever occurs first.
- E. **2400 hours or 72 calendar months**, whichever occurs first.
- F. **3000 hours or 72 calendar months**, whichever occurs first.
- G. **3500 hours or 72 calendar months**, whichever occurs first.
- H. **5000 hours or 72 calendar months**, whichever occurs first.
- I. **4000 hours or 72 calendar months**, whichever occurs first.
- J. **2000 hours or 72 calendar months**, whichever occurs first.
- K. **5000 hours or 72 calendar months**, whichever occurs first. **10,000 hour** life limit on blades and hub.
- L. **5000 hours or 72 calendar months**, whichever occurs first. **16,000 hour** life limit on blades.
- M. **6000 hours or 60 calendar months**, whichever occurs first.
- The hub assembly of any B5JFR36C1101 or C5JFR36C1102 propeller that has never operated on a water-methanol assist Jetstream 4100 aircraft -- Replace 18,000 hours
  - The hub assembly of any B5JFR36C1101 or C5JFR36C1102 propeller that is operating on, or has ever operated on, a water-methanol assist Jetstream 4100 aircraft -- Replace 6000 hours
  - All 114GCA-0 and L114GCA-0, blades are life limited at 10,000 hours.
- N. **5000 hours or 60 calendar months**, whichever occurs first.
- The hub assembly of any B5JFR36C1103 or C5JFR36C1104 propeller that has never operated on a water-methanol assist Jetstream 4100 aircraft -- Replace 18,000 hours
  - The hub assembly of any B5JFR36C1103 or C5JFR36C1104 propeller that is operating on, or has ever operated on, a water-methanol assist Jetstream 4100 aircraft -- Replace 6000 hours
  - All 114HCA-0 and L114HCA-0 blades are life limited at 10,000 hours.
- O. **5000 hours or 72 calendar months**, whichever occurs first.
- (1) Agricultural aircraft installations - the overhaul frequency is 2000 hours or 60 calendar months, whichever occurs first.
  - (2) Only for L106FA-0 blades used in the 4HFR34C653 propeller assemblies or blades that have been installed on Jetstream Series 3200 aircraft or history unknown:
    - (a) Blades without change letter "A" must be retired from service before December 1, 2001 or upon reaching 2400 flight hours after August 1, 2000 or 16,000 hours time since new, whichever occurs first.
    - (b) Blades with change letter "A" are life limited to 16,000 hours.
- P. **Fixed pitch propellers - 2000 hours or 72 calendar months which ever occurs first\***.  
Additionally, the propeller mounting bolt torque should be checked at least once per year. Propeller mounting bolts must be magnetic particle inspected in accordance with ASTM E-1444 or liquid penetrant inspected in accordance with ASTM E-1417 or replaced at every overhaul. Propeller



mounting bolts must be replaced whenever the propeller is involved in a blade strike as defined in Service Bulletin 176[X].

- (1) \*For 1A170E/JHA[XXXX] propellers only, installed on Aircraft Operating as Pilot Schools in accordance with 14 CFR, Part 141, and all aircraft with 2000 or more cycles for every 1000 flight hours must be inspected in accordance with Service Bulletin 240[X] every 1000 hours or 72 calendar months whichever occurs first.
  - (2) \*For 1A103/TCM[XXXX] propellers only, the overhaul frequency is every 1500 hours of operation or 72 calendar months, whichever occurs first. All propellers with 1500 or more hours total time in service must be inspected in accordance with Alert Service Bulletin 221[X] every 750 hours of operation or 36 calendar months whichever occurs first.
- Q. **All Propeller Governors - 1800 hours or 60 calendar months**, whichever occurs first.
- R. **All Propeller Accumulators - 1800 hours or 60 calendar months**, whichever occurs first.
- S. **2000 hours or 72 calendar months, 10,000 hour life limit on blades and hub**, except:
- (1) Aerobatic installations - the overhaul frequency is 1000 hours or 72 calendar months, whichever occurs first. **10,000** hour life limit on blades and hub.
- T. **2400 hours or 72 calendar months**, whichever occurs first. **10,000** hour life limit on blades and hub, except:
- (1) Aerobatic installations - the overhaul frequency is 1500 hours or 72 calendar months, whichever occurs first. **10,000** hour life limit on blades and hub.
- U. For 4HFR34C755 propellers, comply with McCauley Service Bulletin 175, Converting Propeller Model 4HFR34C755 to a 4HFR34C754, then use the overhaul frequency for a 4HFR34C754 propeller.
- V. **3000 hours or 72 calendar months**, whichever occurs first, except;
- (1) Agricultural aircraft installations - the overhaul frequency is 1200 hours or 60 calendar months, whichever occurs first.