

APPROVED REPAIR OR WEAR LIMITS OF SERVICE MATERIAL

SERIAL NO. PS 960 A

(CHANGE TO SERVICE DOCUMENT)

SHEET 1 OF 3

EFFECTIVE DATE 4/18/94

- A. 1. PROGRAM: 14RF/14SF/5500/F PROPELLERS
2. END ITEM PART NUMBER: BLADE NOMENCLATURE: BLADE
3. DETAIL/SUBASSEMBLY PART NAME REQUIRING ACTION: _____
PART NUMBER (S) _____ NOMENCLATURE: _____
4. INITIATOR: (SER ENG HSS ENGINEERING) NAME R. RUTZ DATE 4/18/94

- B. 1. CONDITION REQUIRING REVIEW: (List B/P and/or Publication # including location, references, figures, etc., and specific condition requiring review.) ATTACHED REPAIR PROCEDURE REMAINS UNCHANGED EXCEPT THAT TAPER BORE CORK IS ELIMINATED AND REPLACED WITH A SEALANT WHICH WILL NOT CAUSE CORROSION,
2. QTY IN THIS CONDITION: _____ (KNOWN) _____ (ESTIMATED FIELD TOTAL), NO ESTIMATE

- C. APPROVED ACTION: (See attached for further information)
1. All Parts will require repair/test as follows: _____
2. Some parts will not require repair based on the following criteria _____
3. Parts not meeting the following limits must be scrapped: _____

- D. RESTRICTIONS: This approval is valid for (check applicable boxes)
1. _____ pieces, but not after _____ . 7. Use Only _____
2. _____ pieces, no date restriction. At HS
3. All pieces regardless of date. At the following facilities: _____
4. Any quantity before _____
5. Recommend inclusion in applicable OHM/Service Bulletin. _____
6. See Attached _____

- E. CLASSIFICATION: (Applies only to repair or alteration of commercial items in accordance with FAA, FAR Part 1, and/or FAR Part 43, Appendix A) Check applicable box.
- Minor
- Major
- Classified by (name/title) R. RUTZ F. RUTZ IMGR. OP. ENG. Date 4/18/94

F. HAMILTON STANDARD APPROVALS:

	Name	Date
1. MFG. ENG. (REPAIRS)	<u>R. Rutz</u>	<u>4/18/94</u>
2. PROJECT ENGINEERING	<u>A. J. Feldman</u>	<u>4/18/94</u>
3. QUALITY ENGINEERING	<u>J. Devanski</u>	<u>4/18/94</u>
4. SERVICE ENGINEERING	<u>Don A. Ben</u>	<u>4/18/94</u>

G. U.S. GOVERNMENT APPROVALS:

	Name	Date
1. FAA DER (Commercial Propellers Only)	<u>Michael J. Dewa</u>	<u>4/19/94</u>
2. FAA (Major Repairs a/o Alterations)	_____	_____
3. DoD Agency	_____	_____

H. DISTRIBUTION:

	Name
1. PUBLICATIONS	<u>D. DUVAL</u>
2. SERVICE ENGINEERING — BLDG. 1 <input checked="" type="checkbox"/> — 4 <input type="checkbox"/> — 14 <input type="checkbox"/>	<u>J. BAUM</u>
3. HSS QUALITY CONTROL MANAGER	<u>J. DEVANSKI</u>
4. QUALITY ENGINEERING — PS <input checked="" type="checkbox"/> · HSS <input checked="" type="checkbox"/> · ECS <input type="checkbox"/> · FS <input type="checkbox"/> · ECA <input type="checkbox"/>	<u>D. PIGEON / R PAULMER</u>
5. DER (PROPELLER)	<u>M. STEWART / S. BROWNING / R. RUTZ</u>
6. RECORDS	<u>R. COOPER</u>

NOTE: FOR INTERNAL USE ONLY. NOT TO BE DISTRIBUTED OUTSIDE HAMILTON STANDARD

INITIATOR REF. NO. _____

- 1) Visually inspect the blade taper bore for evidence of mechanical damage. No unblended mechanical damage is allowed.
- 2) Locally blend mechanical damage to 50 times the repair depth. Repair limits are 0.010" maximum stock removal for the face area, 0.020" maximum stock removal for all other areas, including end of taper bore. When the blending is complete, no evidence of damage may remain. Reference Figure 1 (page 3) for definition of face area at any taper bore location.
- 3) Inspect repairs using a borescope with a 1:1 magnification to verify blending to the above requirements. Surface finish of repair must be 63 RMS.
- 4) ~~Perform~~ ^{Perform} an ultrasonic inspection of the blade taper bore area.
- 5) WARNING; CONVERSION COATING IS POISONOUS TO EYES, SKIN, AND RESPIRATORY TRACT. USE SKIN AND EYE PROTECTION. MAKE SURE THE TIME YOU USE IT IS THE MINIMUM NECESSARY. MAKE SURE THE AREA HAS A GOOD FLOW OF AIR.
- 6) Apply "PS 960" to the face and camber side of each blade with white stenciling ink in accordance with stenciling procedures provided in the applicable Component Maintenance Manual.

With a brush, touch up all areas repaired per the above procedure with a coating that agrees with MIL-C-5541, Class 1A. Allow to cure 24 hours.

NOTE: Alodine 600 is recommended because it is without cyanide, but Alodine 1200 or 1201, or any material which agrees with MIL-C-5541, Class 1A is satisfactory.

PS 960A

- 1) After final balance, the taper bore is normally sealed with a cork plug. HSD engineering recommends that the cork be substituted with sealant PROSEAL 570 which will not cause corrosion to the blade base material.
- 2) Blades processed via this procedure will be marked "PS 960A". See above Para. 6 for location of markings.

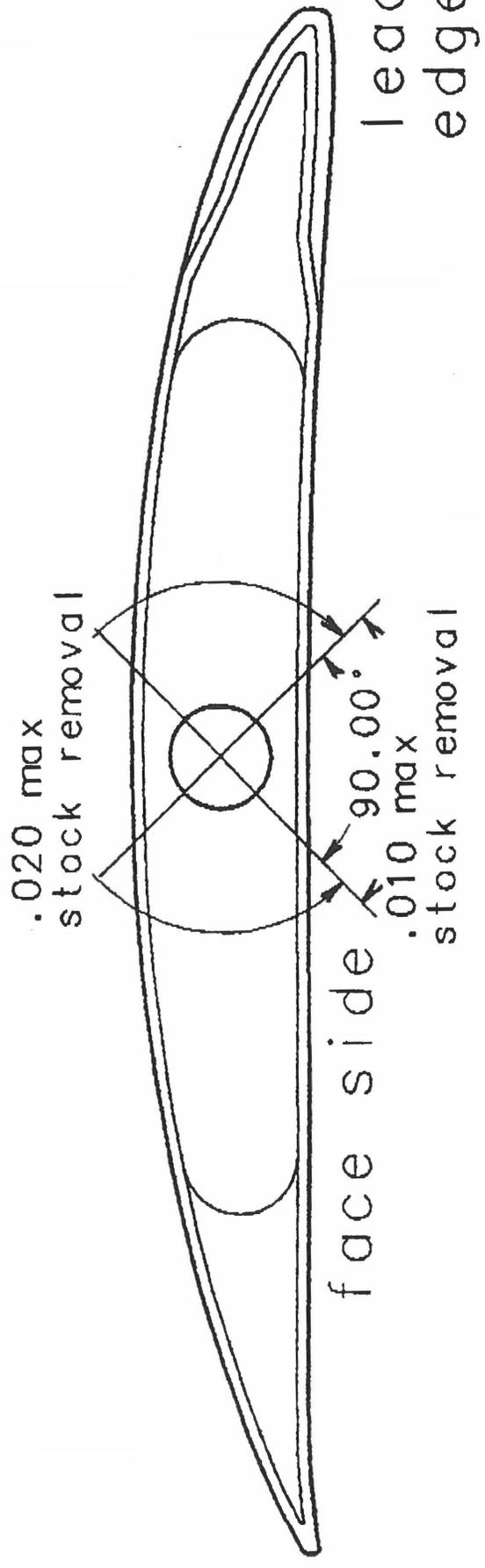


Figure 1. Maximum Permissible Taper Bore Stock Removal