Service Newsletter

April 10, 2006

TITLE
PROPELLER BLADE LEAK TROUBLESHOOTING INSTRUCTIONS

TO
Cessna Distributors, Service Stations and CPC’s

MODELS AFFECTED
All airplanes equipped with a McCauley Oil Filled Variable Pitch Propeller.

DISCUSSION
The purpose of this Service Newsletter is to provide assistance in identifying and assessing propeller oil leaks and determining the necessary corrective action.

Make sure that the source of the leak is identified. If the leak is coming from a hub or blade crack the propeller must be removed from service immediately. If the leak is at the cylinder to hub interface it should be resealed by an authorized McCauley Service Center as soon as practical.

Initial minor oil leakage is normally visible as light streaking of oil on the blade or blades. Minor leaking of oil from the blade to hub seal area is possible on new or overhauled propellers. The blade utilizes an o-ring type seal and it may take some time in operation for the o-ring to fully seat itself in place. The o-ring may also momentarily stick in the hub socket, or temporarily twist which could allow some oil leakage.

To check for the source of leakage, clean off the oil residue, operate the engine and cycle the propeller at least five times. Stop the engine and inspect the blades; the leakage should be reduced or stopped completely. Flight operations may be continued for up to 20 hours and check for decreasing oil leakage during this timeframe.

NOTE: It is important to remember that once oil has leaked from the propeller, some residual oil may be trapped under the blade retaining snap ring or under spinner doublers or other areas. This residual oil may continue to reappear at a decreasing rate for some time after the leaking condition has been corrected.

If leaking continues after 20 hours, the propeller should be removed from the airplane and sent to an authorized McCauley Service Center for repair.
