

ACTIVE SERVICE BULLETINS

| <i>SBNO</i> | <i>DATE</i> | <i>SUMMARY</i> | <i>MODELS</i> |
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| 48C | 7/6/1964 | INSPECTION OF BLADE THREADS (S/N SPECIFIC) | C1, C14, C18, C28, C29, C31, C32 |
| 53 | 3/4/1963 | INSPECTION OF BLADE THREADS (S/N SPECIFIC) | C39 |
| 68A | 11/6/1970 | PROPELLER HUB INSPECTION AND REPLACEMENT ON CESSNA 336 AIRCRAFT | C46, C60, C61 (MODEL SPECIFIC) |
| 68A-1 | 11/25/1970 | REVISION TO SB 68-A | C61 (MODEL SPECIFIC) |
| 69A | 11/6/1970 | PROPELLER HUB INSPECTION AND REPLACEMENT REQUIREMENT | C49, C58, C54, C55 (MODEL SPECIFIC) |
| 76 | 11/28/1969 | OPERATIONAL PLACARD AND BLADE DAMAGE INSPECTION | C14, C53 |
| 77B | 8/11/1975 | HUB REPLACEMENT OR IMPROVEMENT DUE TO GROUND STRIKE OR INCIDENT CAUSING BENT BLADES REPLACEMENT HUB C-4204 | C53 LYCOMING ENGINE 0-360 ON ANY AIRCRAFT WITH PROP AND ENGINE COMBINATION |
| 81A | 1/28/1976 | PROPELLER BLADE IMPROVEMENT AT NEXT OVERHAUL NECESSITY OF SHOT PEENING BLADES | ALL CONSTANT SPEED OR FULL FEATHERING PROPELLER MODELS WITH 74E, 76C, L76C, 78BF, 78BFM, 78BFS, 78FF, 78KM, 80GF, 80MM, 84B, 84HF, 84S, 90A, 90AT, 90M, 90MF, 100R, 100RF, 100RFM BLADES |
| 87 | 11/6/1970 | PROP IMPROVEMENTS REQUIRED AT NEXT OVERHAUL OR REPAIR (CYLINDER ATTACHMENT SCREWS) | C8, C11, C14, C21, C23, C28, C29, C31, C32, C33, C34, C45, C49, C50, C53, C55, C58, C66, C67, C70, C73, C76, C77, C78, C79, C82, C88, C90 |
| 87-1 | 4/21/1971 | REVISION OF 87 (DELETE SOME MODELS FROM S/B 87, CORRECT TORQUE ON SCREWS AND WASHERS) | C8, C11, C14, C21, C23, C28, C29, C31, C32, C33, C34, C45, C49, C50, C53, C58, C66, C67, C70, C73, C76, C77, C82, C88 |
| 87-2 | 4/21/1971 | REVISION OF 87 (NEW WASHERS AND SCREWS AS IN S/L 71-1, REWORK GASKETS, AND DRILL BIT TO BE 0.2055) | C8, C11, C14, C21, C23, C28, C29, C31, C32, C33, C34, C45, C49, C50, C53, C55, C58, C66, C67, C70, C73, C76, C77, C78, C79, C82, C88, C90 |
| 88 | 11/6/1970 | SHOT PEEN & TRUNCATING CUSTOMER INFORMATION LETTER 4-12-88 MCCAULEY WILL NO LONGER SHOT PEEN | C8, C11, C34, C35, C45, C49, C50, C52, C53, C54, C55, C58, C59, C60, C61, C65, C66, CT69, C70, C71, C72, C73, C75, C76, C77, C78, C79, C80, C81, C87, C88, C90, C91, C93 SOME DASH NUMBERS MUST BE DESTROYED OTHERS REWORKED |
| 89 | 5/14/1971 | 3-BLADE CONSTANT SPEED PROP HUB IMPROVEMENT TO PREVENT HUB CRACKING | C77, C79, C88, C90 |

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| 92 | 4/21/1971 | CYLINDER ATTACHMENT IMPROVEMENT (REPLACE CYLINDER SCREWS) | C8, C23, C29, C31, C32, C33, C45, C49, C50, C58, C66, C70, C73, C76, C77, C78, C79, C82, C88, C90 |
| 92-1 | 12/1/1971 | SUPPLEMENT TO 92 (REPLACE CYLINDER SCREWS) | C8, C23, C29, C31, C32, C33, C45, C49, C50, C58, C66, C70, C73, C76, C77, C78, C79, C82, C88, C90 EXPLANATION OF SERIAL NUMBERS FROM S/B 92 |
| 93 | 4/21/1971 | COUNTERWEIGHT ATTACHMENT IMPROVEMENT (NEW PART NUMBERS A-3331-2 OR A-3330 OR A-3372-A WEIGHTS OR BOLTS A-2513-55, -56, AND -57) | C39, C48, C52, C55, C89 |
| 93-1 | 6/30/1971 | COUNTERWEIGHT AND BRACKET IMPROVEMENT FOR C55 (REPLACES S/B 56) | C39, C48, C52, C55, C89 |
| 93-2 | 7/28/1971 | SUPPLEMENT TO S/B 93 AND S/B 93-1 COUNTERWEIGHT IMPROVEMENT ADDS NEW MODEL | C55 |
| 93-3 | 9/27/1971 | SUPPLEMENTAL INFORMATION APPLICABLE TO S/B 93, S/B 93-1 AND S/B 93-2 | C39, C48, C52, C55, C89 DURING COMPLIANCE WITH S/B 93, IF PROPELLER IS DISASSEMBLED MUST ALSO COMPLY WITH S/B 88, S/B 84, S/B 83, S/B 80, AND S/B 62 |
| 94 | 7/28/1971 | CYLINDER ATTACHMENT SCREWS AND SPINNER SUPPORT IMPROVEMENT | C58, C90 HUB SERIAL NUMBERS 63XXXX - 712778 INSTALLED ON BELLANCA 17-30 AND 17-30A SPINNER MODELS AFFECTED PD3867, PD3766, D3867, D3766 |
| 94-1 | 12/10/1971 | CYLINDER ATTACHMENT SCREWS AND SPINNER SUPPORT IMPROVEMENT | C58 CORRECTION ON S/B 94 LISTING D2A34C58/90AT-8 CORRECT MODEL IS D2A34C58/90AT-10 |
| 98 | 12/8/1972 | PROPELLER MOUNTING INTERFERENCE ON FRANKLIN 6A-335 AND 6A-350 ENGINES | C22 WITH 84SF ON FRANKLIN ENGINES NEED SPINNER BULKHEAD OR MODIFY CRANKSHAFT OIL TRANSFER PLUG TO USE FRANKLIN PLUG P/N 21685 |
| 99 | 12/8/1972 | CHANGE BLADE FERRULE AND ACTUATING PIN ASSEMBLIES PROCEDURES WHICH REQUIRE THE USE OF NEW OR REWORKED PARTS. | ALL FULL FEATHERING THREADED PROPELLERS PER S/B 99-2, AND NON-FEATHERING MODELS C11, C16, C22, C34, C67, C69, C76, C77, C79, C88, C90 |
| 99-1 | 12/14/1972 | SUPPLEMENTAL INFORMATION TO SB 99 | SAME MODELS AS SB 99 - USE 1/2 INCH DIAMETER DRILL BIT |
| 99-2 | 4/23/1973 | CORRECTION OF SB 99 | SAME MODELS AS SB 99 |
| 99-3 | 8/11/1975 | PRECAUTIONS NECESSARY WHEN COMPLYING WITH S/B 99 | SAME MODELS AS SB 99 |
| 100 | 10/30/1972 | PROPELLER HUB AND BLADE IMPROVEMENT TO PREVENT THREAD CRACKING (SHOT PEENED) | ALL C73 WITH 90AT-8 BLADES (SERIAL NUMBERS NOT ENDING WITH "S" AND HUB SERIAL NUMBERS 64000 THROUGH 699999 |

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| 101 | 4/23/1973 | REDUCTION OF LOW PITCH ANGLE (ALTER LOW PITCH STOP) | C58-X/90AT-8 ON CESSNA A188, A188A, A188B |
| 102 | 5/2/1973 | PROP ATTACHMENT IMPROVEMENT (MOUNTING BOLTS) | C92 AND C74 WITH SERIAL NUMBERS UP TO AND INCLUDING 729999; |
| 102-1 | 8/1/1973 | SEE 102 ADDITIONAL AIRCRAFT MODELS | C86 |
| 106 | 3/20/1975 | SEALING REQUIREMENT (P/N A-1664-11 AT LOW PITCH STOP SHIMS AND AT SPIROL PIN IN THE HUB) | ALL NON-OIL FILLED THREADED, C200, C300, C400, AND C500 SERIES PROPELLERS |
| 108 | 5/12/1975 | REPLACEMENT OF A PARTICULAR LOT OF DAMPENED HEAD TYPE FEATHERING GOVERNORS | ALL DCF290D1A/T2, DCFS290D1A/T2, DCFU290D1A/T2, AND DCFUS290D1A/T2 WITH SPECIFIC SERIAL NUMBERS |
| 109 | 8/11/1975 | CONVERSION OF MCCAULEY PROPELLERS MADE FOR MILITARY USE TO FAA APPROVED MODELS | C41-N/L76C-O REAR AND C42-N/76C-O |
| 110 | 8/11/1975 | DOWEL PIN INSTALLATION AND INDEXING TO "D" POSITION RELATIVE TO CRANKSHAFT | C58-" /90AT-" " |
| 111 | 8/11/1975 | MANDATORY PROPELLER HUB REPLACEMENT | C52/80GF-0 AND C52A/80GF-O WITH SERIAL NUMBERS FROM 63000 THROUGH 659999 |
| 112 | 8/11/1975 | INSPECTION AND REPLACEMENT OF BLADE ACTUATING PIN P/N B-4163 | C301, C302, C303, C304, C305, C306, C307 |
| 113C | 6/21/1999 | REPLACEMENT AND IDENTIFICATION OF GOVERNOR DRIVE GEARS | ALL CONSTANT SPEED MODELS C290DX/TX, WITH SERIAL NUMBERS PRIOR TO 774186, AND ALL FULL FEATHERING MODELS EXCEPT D7 AND D8 MODELS AND SUBSEQUENT |
| 115 | 9/30/1975 | PROPELLER HUB REPLACEMENT SERIAL NUMBER RANGE | C53-N/74E WITH SERIAL NUMBERS FROM 705516 TO 705560 |
| 117 | 9/30/1975 | OBSOLESCENCE OF MOLDED NYLON PARTS IN GOVERNOR | ALL GOVERNORS |
| 118 | 12/1/1976 | PRECAUTIONS FOR INSTALLATION OF BLADE ACTUATING PINS | ALL THREADED PROPELLERS |
| 119A | 3/1/1999 | PROPER USAGE OF SPLIT RETAINERS P/N C-3903 MATCHING SERIAL NUMBERS | ALL THREADLESS AND TURBINE PROPELLERS |
| 120 | 6/1/1976 | CHANGE OF MODEL DESIGNATION (BY CHANGING SPACERS) | FIXED PITCH - 1C90, 1A101, 1A135, 1A170, 1C172, AND 1A200 |
| 121B | 11/1/1990 | REQUIREMENT TO OIL FILL | C53-* REGARDLESS OF CHANGE LETTERS STAMPED EXCEPT OIL FILLED VERSIONS |
| 122B | 11/1/1990 | REQUIREMENT TO OIL FILL | C58-* AND D2A34C98-* REGARDLESS OF CHANGE LETTERS STAMPED EXCEPT OIL FILLED VERSIONS |

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| 123B | 11/1/1990 | REQUIREMENT TO OIL FILL | C56-* AND C61-* REGARDLESS OF CHANGE LETTERS STAMPED EXCEPT OIL FILLED VERSIONS |
| 124A | 11/1/1990 | REQUIREMENT TO OIL FILL | C55 |
| 125A | 11/1/1990 | REQUIREMENT TO OIL FILL | C65-* AND C81-* REGARDLESS OF CHANGE LETTERS STAMPED EXCEPT OIL FILLED VERSIONS |
| 128A | 7/13/1977 | PROPELLER HUB INSPECTION (CRACKS IN HUB EXTENSION) | C305 |
| 128A-1 | 5/26/1978 | DELETION OF REQUIREMENTS OF BULLETIN 128A FOR D2AF34C305-A | DELETION OF HUB MODELS C305-A "SKYMASTER" SERIAL NUMBER SPECIFIC |
| 128A-2 | 9/24/2004 | DELETION OF REQUIREMENTS FOR SERVICE BULLETIN 128A AND FAA AD 78-01-13 FOR D2AF34C305-A AND SUBSEQUENT CHANGE HUBS | D2AF34C305-A |
| 129 | 10/7/1977 | REPLACEMENT OF BLADE ACTUATING PIN SCREWS (REPLACE P/N A-1635-104 WITH A-1635-108) | C401 AND C402 SERIAL NUMBER SPECIFIC |
| 129-1 | 5/26/1978 | CHANGE IN COMPLIANCE TIME ON REPLACEMENT OF BLADE ACTUATING PIN SCREWS (REPLACE P/N A-1635-104 WITH A-1635-108) | C401 AND C402 SERIAL NUMBER SPECIFIC |
| 130 | 1/20/1978 | PROPELLER HUB INSPECTION, MODIFICATION, AND REPLACEMENT | C58-* REGARDLESS OF CHANGE LETTERS STAMPED EXCEPT OIL FILLED VERSIONS |
| 131 | 1/20/1978 | REPLACEMENT OF BLADE ACTUATING PIN SCREWS | C501 SERIAL NUMBER SPECIFIC |
| 131-1 | 5/26/1978 | REVISION TO SB131, CHANGE IN COMPLIANCE REQUIREMENT | C501 SERIAL NUMBER SPECIFIC |
| 133 | 1/17/1979 | IMPROVED PROPELLER PITCH DISTRIBUTION | 1C160/DTM7557 |
| 137AF | 3/13/2013 | REVISED TIME BETWEEN OVERHAUL SPECIFICATION | All "THREADED" C1 THRU C98 PROPELLER MODELS |
| 138D | 6/5/1998 | REQUIREMENT TO OIL-FILL | C90-* REGARDLESS OF CHANGE LETTERS |
| 139 | 6/26/1980 | REPLACEMENT OF CERTAIN GOVERNOR PUMP HOUSING COVERS | ALL CONSTANT SPEED MODELS C290D" " WITH SERIAL NUMBERS 792478 AND ALL FEATHERING MODELS DCF" " WITH SERIAL NUMBERS 791220 THROUGH 791718 |
| 141 | 7/28/1981 | MC-1 SYNCHROPHASER MALFUNCTIONS (CHAFED AND BROKEN WIRES BETWEEN THE GOVERNOR AND FIREWALL AND GOVERNORS WHICH "OVER-RESPOND") | DCFS290D9-" /T6 AND DCFUS290D9-" /T6 MODELS EXCEPT C1 AND C18 |

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| 145 | 6/18/1982 | NEW BLADE BEARINGS AND BLADE MODIFICATION (P/N C-5270) | ALL THREADLESS PROPELLERS AND C601 (MODEL SPECIFIC) |
| 146 | 12/3/1982 | PROPELLER BLADE INSPECTION (FORGING "FOLD" IN BLADE SHANK) | 78TCA-0, 80VA-0, 90DA-8, 90DCA-2, 90DCA-8, 90DCA-10, 90DCA-14, 90DCB-8, 90DEA-12, 90DFA-10, 90DHB-8, 90DHB-16E, WITH SPECIFIC SERIAL NUMBERS |
| 146-1 | 12/23/1982 | PROPELLER BLADE INSPECTION ADDITIONAL MODELS AND CORRECTIONS | C220, C403, AND C404 WITH 80VA-0, 80VHA-3.5, WITH SPECIFIC SERIAL NUMBERS |
| 146-2 | 6/24/1983 | PROPELLER OVERHAUL - PERMANENT IDENTIFICATION OF INSPECTED BLADES ADD "P" AS PREFIX TO BLADE SERIAL NUMBER | SAME AS S/B 146 |
| 147 | 3/4/1983 | COUNTERWEIGHT BOLT REPLACEMENT | C504, C505, C506, C507, C508, C509 WITH SPECIFIC SERIAL NUMBERS |
| 148-2 | 10/17/1986 | OPTIONAL REMOVAL OF BLADE PLUGS | C701 AND C701-A |
| 151A | 12/6/1985 | BLADE AND FERRULE INSPECTION (POSSIBLE SCRATCH IN BLADE RETENTION) | C66, C73, AND C23 SERIAL NUMBER SPECIFIC |
| 152B | 11/1/1990 | REQUIREMENT TO OIL FIL ADDITIONAL MODELS (CHANGE IN COMPLIANCE TIMES FROM S/B 152) | C66, C70, C73, AND C78 |
| 153 | 2/3/1984 | GROUNDING OF D-5275-1, -2 SPINNER ASSEMBLIES | C506, C507 |
| 156 | 11/16/1984 | REPLACEMENT OF CERTAIN A-1635-105 SCREWS | ALL GOVERNORS |
| 157 | 11/16/1984 | ADDITION LOCK RING FOR GOVERNOR CONTROL ARM RETENTION (REPLACE OF MODIFY CONTROL SHAFT AND CONTROL LEVER) | ALL GOVERNORS PRIOR TO MID-1976 |
| 169C | 9/22/1989 | PROPELLER INSPECTION AND REWORK (CRACKS IN BOLT HOLE AREA) | 1A103/TCM6958 SERIAL NUMBER 770001 THROUGH 777390 AND BC-001 UP TO BUT NOT INCLUDING JA001 |
| 170B | 11/1/1990 | REQUIREMENT TO OIL FILL PROPELLER (CHANGE IN COMPLIANCE TIMES FROM S/B 170) | C30 REGARDLESS OF CHANGE LETTERS |
| 175 | 11/16/1988 | CONVERTING PROPELLER MODEL C755 TO C754 | C755 |
| 176E | 3/3/2003 | NECESSARY ACTIONS FOLLOWING OBJECT STRIKE OF STATIONARY PROPELLER, BLADE STRIKE OF ROTATING PROPELLER, BIRD STRIKE, OR SUDDEN ENGINE STOPPAGE | ALL McCAULEY PROPELLERS |

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| 177B | 6/30/1992 | LIGHTNING STRIKE INSPECTION REQUIREMENTS (MANDATORY OVERHAUL FOLLOWING LIGHTNING STRIKE) | ALL PROPELLERS, FIXED PITCH |
| 179A | 12/19/1989 | REQUIREMENT TO INSPECT BLADE THREADS AND OIL FILL SPECIFIC PROPELLER MODELS | C23, C82 |
| 181 | 7/16/1990 | OIL FILL | C8, C9 |
| 182A | 6/5/1998 | REQUIREMENT TO OIL FILL | C11, C16, C22, C34, C49, C50, C67, CT69 |
| 183B | 11/1/2001 | CANCELLATION OF FIELD SHOTPEENING OF BLADES AND HUBS | ALL THREADED MODELS |
| 184B | 12/11/1995 | REQUIREMENT TO OIL-FILL | C8, C9, C30, C53, C55, C58, C61, C65, C66, C70, C73, C78, C81, C98 |
| 189D | 6/21/1999 | IMPROVED ACTUATING PIN AND LINK ASSEMBLIES | C652 |
| 190 | 11/15/1991 | INSPECTION/REWORK OF 1A170/BMS7660 | BMS7660 |
| 193B | 6/21/1999 | IMPROVED ACTUATING PIN AND LINK ASSEMBLIES | C653 |
| 194A | 6/5/1998 | REQUIREMENT TO OIL-FILL | C52, C54, C59, C60, C71, C91 |
| 195B | 4/30/2003 | TYPE CERTIFICATE MARKINGS | FIXED PITCH PROPELLERS |
| 196B | 6/5/1998 | REQUIREMENT TO OIL-FILL | C76, C77, C79, AND C88 |
| 197 | 9/30/1992 | STARSHIP BLADE CLEANING | C1003 |
| 200C | 1/20/1994 | PERIODIC HUB INSPECTION | C35, C72, C74, C75, C80, C86, C87, C92, AND C93 |
| 202D | 2/10/1995 | REPLACEMENT OF GOVERNOR FLYWEIGHT ASSY. AND PILOT SPOOL END FITTING | C290D[X]/T[X] GOVERNORS |
| 203B | 10/13/1995 | PERIODIC INSPECTION OF D-5012 FEATHERING SPRING HOUSING | C652 AND C653 |
| 206C | 12/10/1998 | REPLACEMENT OF BETA ROD ASSY. | C702 AND C1003 MODELS |
| 208A | 4/25/1995 | REQUIREMENT TO OIL-FILL | C223 |
| 209 | 9/15/1993 | REQUIREMENT TO OIL-FILL | C72, C74, C75, C86, C87, C92, C93 |
| 210 | 9/15/1993 | REQUIREMENT TO OIL-FILL | C35 AND C80 |

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| 212 | 8/31/1994 | C-5291 COUNTERWEIGHT INSPECTION AND REPAIR | C652 AND C653 |
| 213A | 6/5/1998 | REQUIREMENT TO OIL-FILL | C14, C28, C29, C31, C32, AND C33 |
| 214A | 2/10/1995 | REPLACE GOVERNOR FLYWEIGHT AND PILOT SPOOL END FITTING | C290D[X]/T[X] ON LYCOMING 540 ENGINES |
| 215C | 8/1/2000 | GOVERNORS EXPOSED TO A STRIKE, ENGINE DETONATION, OR OIL CONTAMINATION | ALL GOVERNORS |
| 216A | 6/5/1998 | REQUIREMENT TO OIL-FILL | C38, C39, C48, C68, AND C89 |
| 218 | 10/13/1995 | PROPER APPLICATION OF RTV DURING REASSEMBLY | ALL THREADED 3-BLADE PROPELLERS |
| 219A | 10/19/1995 | HUB INSPECTION | 1A103/TCM[XXXX] |
| 221E | 1/28/2010 | INSPECTION OF PROPELLER HUB FOR CRACKING AND REWORK PROCEDURES | 1A103/TCM[XXXX] |
| 223 | 10/29/1996 | GOVERNOR CHANGES - FLYWEIGHTS AND DRIVE GEARS | MODEL SPECIFIC |
| 225 | 4/22/1997 | COUNTERWEIGHT TORQUE | C600, C650, AND C700 PROPELLERS |
| 226 | 8/5/1997 | ENGINE OVERTORQUE | C1101, C1102, C1103, C1104 |
| 227B | 8/28/2001 | MOUNTING TORQUE | ALL PROPELLERS |
| 233A | 8/1/2000 | INSPECTION OF PROPELLER HUB FOR CRACKING | 1C235/LFAXXXX AND 1A170E/JHAXXXX |
| 234B | 11/19/2001 | L106FA EDDY CURRENT INSPECTION | C653 |
| 237C | 1/15/2003 | BULKHEAD REPLACEMENT AND CORRECT INSTALLATION OF SPINNER SHELL ON MOONEY M20R&S 2-BLADED PROPELLERS | C239, AND C241 |
| 238A | 8/20/2007 | REVISED INSPECTION REQUIREMENTS FOR E-6152HUBS ON C650 SERIES PROPELLERS | 4HFR34C652/L106LA, 4HFR34C653/L106FA, 4HFR34C661/90LNA, 4HFR34C662/L108FA, 4HFR34C665/L106FRA |
| 239C | 9/15/2002 | STARSHIP BLADE AND HUB INSPECTION | C1003 |
| 240E | 12/15/2002 | PROPELLER BLADE INSPECTION | 1A170E/JHA[XXXX] |
| 241 | 3/12/2002 | REPLACEMENT OF ACCUMULATOR END CAPS | D-20215, D-20215-3, AND D-20816 (SERIAL NUMBER SPECIFIC) |

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| 242B | 8/19/2003 | HUB CRACK DISCOVERED ON JETSTREAM 41 PROPELLER | B5JFR36C1101/114GCA-0, C5JFR36C1102/L114GCA-0, B5JFR36C1103/114HCA-0, and C5JFR36C1104/L114HCA-0 |
| 247A | 9/13/2004 | EDDY CURRENT REAR HUB INSPECTION | B5JFR36C1101/114GCA-0, C5JFR36C1102/L114GCA-0, B5JFR36C1103/114HCA-0, C5JFR36C1104/L114HCA-0 |
| 248 | 4/19/2005 | RESTRICTED OPERATION, LIFE LIMIT AND REPETITIVE BLADE AIRFOIL INSPECTION REQUIREMENTS | 3A32C406/82NDB-X, D3A32C409/82NDB-X |
| 249A | 1/24/2005 | GOVERNOR TOP COVER REPLACEMENT | C290D3/T23 |
| 250A | 2/12/2010 | JETSTREAM 4100 BLADE AND HUB LIFE LIMIT CHANGE | B5JFR36C1101/114GCA-0, C5JFR36C1102/L114GCA-0, B5JFR36C1103/114HCA-0 and C5JFR36C1104/L114HCA-0 |
| 251A | 9/28/2005 | HUBS MANUFACTURED WITH IMPROPER RETENTION THREADS | VARIOUS THREADED HUBS |
| 254 | 8/20/2007 | BAE JETSTREAM 3201 HUB INSPECTION | 4HFR34C653/L106FA |
| 255A | 10/6/2008 | JETSTREAM 4100/4101 BLADE LIFE LIMITS AND ADDED BLADE INSPECTIONS | B5JFR36C1101/114GCA-0, C5JFR36C1102/L114GCA-0, B5JFR36C1103/114HCA-0, C5JFR36C1104/L114HCA-0 |
| 258 | 10/25/2006 | CORRECTION OF TORQUE VALUE | C300 SERIES |
| 260A | 1/24/2007 | REVISED INSPECTION REQUIREMENT FOR C700 AND C750 SERIES HUBS | C700 AND C750 SERIES |
| 261 | 11/14/2007 | A-1636-34 RETAINING RING INSTALLATION AND INSPECTION PROCEDURES | 3GFR34C701, 3GFR34C702, 3GFR34C703, 3GFR34C704, 4HFR34C754, 4HFR34C758, 4HFR34C760, 4HFR34C761, 4HFR34C762, 4HFR34C763, 4HFR34C764, 4HFR34C766, 4HFR34C768, 4HFR34C769, 4HFR34C771, 4HFR34C773, 4HFR34C774, 4HFR34C775, 5JFR36C1003, and 5HFR36C1008 |
| 262 | 1/24/2008 | PROPELLER BLADE ACTUATING PIN INSTALLATION PROCEDURES FOR TURBINE ENGINE PROPELLERS | C600, C650, C700, C750, C1000, C1100 |
| 263 | 6/10/2008 | FEATHER ANGLE CORRECTIONS ON CERTAIN TURBOPROP PROPELLERS | C650 |
| 264 | 2/12/2010 | JETSTREAM 4100/4101 PROPELLER HUB DOWEL HOLE INSPECTION | B5JFR36C1101/114GCA-0, C5JFR36C1102/L114GCA-0, B5JFR36C1103/114HCA-0, C5JFR36C1104/L114HCA-0 |

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| 265 | 11/16/2011 | NEW REPLACEMENT D-7873 PISTON ROD ASSEMBLY | D3AF32C35, 3AF32C72, 3AF34C74, 3AF32C75, D3AF32C80, 3AF34C86, 3AF32C87, 3AF34C92, 3AF32C93 |
| 266 | 11/16/2011 | NEW REPLACEMENT D-7930 PISTON ROD ASSEMBLY | 2AF31C10, D2AF34C30, 2AF36C38, 2AF36C39, D2AF36C48, D2AF34C52, D2AF34C54, 2AF34C55, D2AF34C59, D2AF34C60, D2AF34C61, D2AF34C65, 2AF36C68, D2AF34C71, D2AF34C81, 2AF36C89, D2AF34C91 |
| 267 | 2/17/2014 | PROPELLER HUB SOCKET INSPECTION AND REPAIR | C400, C500, C600, C650, C700, C750, C1000, C1100 SERIES |
| 268 | 10/17/2016 | PROPELLER BLADE COUNTERWEIGHT INSPECTION | 4JFR34C758 |
| 269 | 10/17/2016 | TURBINE PROPELLER PISTON ROD ASSEMBLY INSPECTION | C601, C602, C652, C653, C661, C662, C663, C664, C665, C701, C702, C703, C704, C754, C758, C762, C763, C764, C766, C768, C769, C771, C773, C774, C775, C778, C1003, C1008, C1101, C1102, C1103, C1104, C1105 |
| 270 | 12/1/2016 | D-5319 PISTON ROD ASSEMBLY INSPECTION | C754, C758, C762, C763, C764, C766, C768, C769, C771, C773, C774, C775, C778 |
| 271A | 9/27/2018 | A-20028 IDLER GOVERNOR GEAR BEARING INSPECTION | ALL GOVERNORS |
| 273C | 1/30/2019 | A-20028 IDLER GOVERNOR GEAR BEARING INSPECTION INSTRUCTIONS | ALL GOVERNORS |
| 274 | 6/27/2019 | B-40755A SPRAY HEAD ASSEMBLY REPLACEMENT | 4HFR34C778 |
| 275 | 11/6/2023 | C-5932 AND C-5328 FEATHER SPRING INSPECTION | 4HFR34C652, 4HFR34C653, 4HFR34C661, HFR34C663, HFR34C668, HFR34C754, HFR34C758, HFR34C764, HFR34C768, HFR34C769, HFR34C771, HFR34C775, HFR34C778, HFR34C779, HFR34C1103 |