SERVICE LETTER

February 16, 2022

SL2022-1

TITLE

McCauley B-6422 and B-4743 Actuating Link Assembly Inspection

TO:

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

MODELS AFFECTED

All with McCauley Propellers listed in the table below, that meet the following criteria:

- New Propeller Assemblies delivered from McCauley before October 19/2021.
- Any B-6422 and B-4743 Actuating Link Assemblies that have been reamed by McCauley before October 19/2021.
- Any new B-6422 and B-4743 Actuating Link Assemblies purchased from McCauley before October 19/2021.

3GFR34C601	3GFR34C602	4HFR34C652	4HFR34C653	4HFR34C661	4HFR34C662
4HFR34C663	4HFR34C664	4HFR34C665			
3GFR34C701	3GFR34C702	3GFR34C703	3GFR34C704	4HFR34C754	4JFR34C758
4HFR34C762	4HFR34C763	4HFR34C764	4HFR34C766	4HFR34C768	4HFR34C769
4HFR34C771	4HFR34C773	4HFR34C774	4HFR34C778	4HFR34C779	
5JFR36C1003	5HFR34C1008				
B5JFR36C1101	C5JFR36C1102	B5JFR36C1103	C5JFR36C1104	5HFR34C1105	

NOTE: Any of the above propeller models that have been overhauled or repaired at a propeller repair station with B-6422 and B-4743 Actuating Link Assemblies that have been overhauled or repaired; and do not meet the above criteria, are not affected by this Service Letter.

REFERENCE PUBLICATION

MPC 26, McCauley Owner/Operator Information Manual

CMM1100, McCauley Model C1100 Series Component Maintenance Manual (For Propeller Models C1101, C1102, C1103, and C1104)

REASON

McCauley has identified that some of the B-6422 and B-4743 Actuating Link Assemblies that were reamed by McCauley before October 19/2021 may have off-center reams to the actuating link assembly bushings.

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DESCRIPTION

When present, this issue can lead to elongated assembly link bushing holes and improper bushing wall thickness. Continued operation of affected propellers can cause additional vibration resulting from undesired propeller blade operating angle within the propeller assembly.

CORRECTIVE ACTION

1. If your propeller assembly is experiencing abnormal vibration and meets the criteria listed in the "Models Affected" section of this Service Letter, do the following:

   NOTE: Aircraft Propeller assemblies most likely to be affected and/or take notice of the condition are high cycle/flight hour aircraft. Such as, commuter/training aircraft experiencing more than 2 ground-air-ground cycles per flight hour.

   NOTE: This issue may not be present on all propellers.

   NOTE: For warranty consideration, the propeller or actuating link assembly must fall within the affected date range of this letter and fall within the specified calendar and hourly TBO defined for the propeller model in the MPC26 Owner/Operator Information Manual.

   A. MPC 26 Model Propellers, do the Blade Twist inspection refer to the MPC 26 McCauley Owner/Operator Information Manual, Chapter 61, Section 61-00-06, Propeller Inspection/Check; BLADE TWIST.

      (1) Any propeller assembly that exhibits blade twist inspection results that exceed the rotational play allowance require repair at an FAA Approved Part 145 propeller repair station; for warranty consideration, propeller repair must be accomplished at a McCauley Authorized Service Facility. If propeller assembly passes blade twist inspection criteria and no abnormal/excessive vibration condition has been noted or exists, no further action is necessary. Contact McCauley Propeller Systems Product Support and report the documented findings.

      (2) If propeller assembly exhibits abnormal/excessive vibration and the blade twist inspection results do not exceed the rotational play allowance. Worn or incorrectly reamed bushings are not the cause. Continue troubleshooting the vibration per the MPC26 Owner/Operator Information Manual.

   B. C1101, C1102, C1103, and C1104 Model Propellers, do the Blade Twist inspection refer to the CMM1100 McCauley Model C1100 Series Component Maintenance Manual, Chapter 61, Section 61-20-07, Propeller Troubleshooting; UNUSUAL AIRCRAFT VIBRATION.

      (1) Any propeller assembly that exhibits blade twist inspection results that exceed the rotational play allowance require repair at an FAA Approved Part 145 propeller repair station; for warranty consideration, propeller repair must be accomplished at a McCauley Authorized Service Facility. If propeller assembly passes blade twist inspection criteria and no abnormal/excessive vibration condition has been noted or exists, no further action is necessary. Contact McCauley Propeller Systems Product Support and report the documented findings.

      (2) If propeller assembly exhibits abnormal/excessive vibration and the blade twist inspection results do not exceed the rotational play allowance. Worn or incorrectly reamed bushings are not the cause. Continue troubleshooting the vibration per the CMM1100 Component Maintenance Manual.