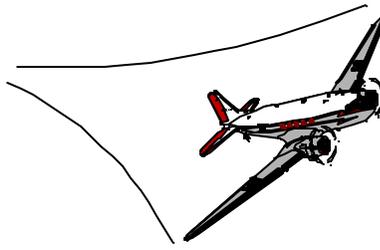


# SPECIAL AIRWORTHINESS INFORMATION BULLETIN



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

No. NE-01-23  
May 23, 2001

Aircraft Certification Service  
Washington, DC

*We post SAIBs on the internet at "av-info.faa.gov"*

*This is information only. Recommendations are not mandatory.*

## Introduction

This Special Airworthiness Information Bulletin (SAIB) alerts you, an owner or operator of certain aircraft equipped with Tarver wooden propellers, of the **potential for blade failure due to wood dry rot.**

## Applicability

### **Tarver Propeller - Hub Model F200, F200H, 220, 220-1, 220H, R100, R002, and R003 installed on but not limited to:**

<b>Manufacturer</b>	<b>Model</b>
Aeronca	15AC
Bellanca	14-13 series and 14-19
Cessna	120, 140, 170A, 170B
Culver	LCA and LFA
Fairchild	24W-9, -9S, -40, -40S, -41, 41S, -41A, -46, -46S
Funk	B85C
Globe	GC-1A and GC-1B
Goodyear	GA-2 and GA-2B
Gulfstream American	G-44 and G-44A
Luscombe	8, 8A, 8B, 8C, 8D, 8E, 8F
Meyers	MAC-125C and MAC -145
Monocoupe	90AF-100
Navion	Navion and Navion A
Piper	J5C, PA-11, PA-12, PA-12S, PA-14, PA-16, PA-18, PA-19, PA-20, PA-22
Stinson	L-5 series
Superior (Culver)	V, V-2, LAR
Univair (Stinson)	108, 108-1, 108-2, 108-3
Univair (Stinson)	108-2 and 108-3 with STC SA4-398 incorporated

### **Beech Propeller - Models 214, B200-100, R201-100, R202-100, B203-100 installed on but not limited to:**

<b>Manufacturer</b>	<b>Model</b>
Beech	35 series airplanes
Beech	45 (Military YT-34)

**Note 1.** Tarver Propeller LLC is the current Type Certificate holder. Former Type Certificate Holders include Brown Propeller, South80, Univair, Koppers, Flottorp; Beech Aircraft Corporation wood blade propeller.

## Background

A pilot recorded one in-flight failure when the pilot reduced power to maximum continuous after takeoff, and experienced a massive and violent engine vibration and displacement. The pilot immediately reduced power to idle and safely landed the aircraft. Investigation of the incident revealed that one propeller wooden blade had separated from the hub due to dry rot around the blade root lag screws. As the blade separated from the airplane, the missing blade caused a propeller imbalance, which subsequently damaged all four-engine mounts due to the unbalance loads. This allowed the engine/nose cowl and attachment to drop approximately 1-1 ½ feet affecting the control of the airplane. There have been other Tarver wooden blades found with dry rot, corrosion damage, and other various unairworthy conditions.

**Note 2.** The subject propellers have been in-service for many years and may have deteriorated due to age, moisture, or insufficient maintenance. These factors could result in propeller blade separation and possible loss of control of the aircraft.

## Recommendations

The FAA highly recommends that you, an owner or operator of aircraft equipped with the Tarver wooden propellers, accomplish the inspection for blade looseness described in Tarver Propeller LLC. Service Bulletin (SB) No. 2000-001 dated July 31, 2000, Part I, **prior to every flight**. Part I is quoted below:

*“Initial inspection for blade looseness between blade shank and ferrule.*

***Prior to further flight**, visually inspect propeller blades for mounting security by pushing and pulling (with one hand on the tip) the blade in a fore and aft motion. Check for looseness (play) between the wooden shank blade and their metal ferrule clamped at the hub.”*

If any looseness (play) exists, prior to further flight, we recommend you replace both blades with approved airworthy blades matching in length, weight, center of gravity, tracking, and you perform a propeller static balance.

We also recommend that you accomplish the tear-down inspection described in Part II of the SB within the next 100 hours Time In-Service (TIS). For propellers with unknown storage history or storage history that may have exposed the propeller to moisture, we recommend you inspect at the next aircraft annual inspection or within the next 100 hours, whichever occurs earlier.

After further investigation, we believe you can extend tear-down inspections to 300 hours or 3 years. **We highly recommend you base this extension on the condition found at the last teardown, the extent of exposure to moisture, and that you followed Part I of Tarver’s SB No. 2000-001 prior to every flight.** We recommend that the operator be alert for any unusual change in vibration during flight. If vibration increases, reduce power and land as soon as possible.

*For copies of Tarver Propeller LLC Service Bulletin No. 2000-001, contact: Tarver Propeller LLC 1500 Rio Vista Road, C4, Fallon, Nevada 89406; telephone: (775) 423-0378.*

## Request for Reporting

For the purpose of establishing an information database, we request you send a copy of all teardown inspection results, whether favorable or unfavorable, to Guy Dalla Riva, Aerospace Engineer, FAA Los Angeles Aircraft Certification Office (LAACO). A copy of the completed FAA Form 8010-4 “Malfunction or Defect Report” or FAA Form 8070-1 “Service Difficulty Report” is acceptable.

## For Further Information Contact

Guy Dalla Riva, FAA, LAACO, 3960 Paramount Blvd., Lakewood, CA 90712-4137; telephone: (562) 627-5248; fax: (562) 627-5210; email: guy.dallariva@faa.gov Others include: Jean Chartier, LAACO, (562) 627-5240 or Jay Turnberg, Engine & Propeller Directorate, (781) 238-7116.