

# PROPELLER BULLETIN

## Sensenich Propeller

**SERVICE BULLETIN #R-8-1**

**SEPTEMBER 22, 1961**

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FAA APPROVED

**TO:**

SENSENICH AND PIPER DISTRIBUTORS. FAA APPROVED PROPELLER REPAIR STATIONS, AND FAA REGIONAL OFFICES.

**SUBJECT:**

INSPECTION OF SENSENICH PROPELLERS; APPLIES TO M74DM PROPELLERS, EXCEPT THOSE WITH SERIAL NUMBERS PRECEDED BY THE LETTERS "A" OR "K", INSTALLED ON LYCOMING O-320-B SERIES (160 H.P.) ENGINES.

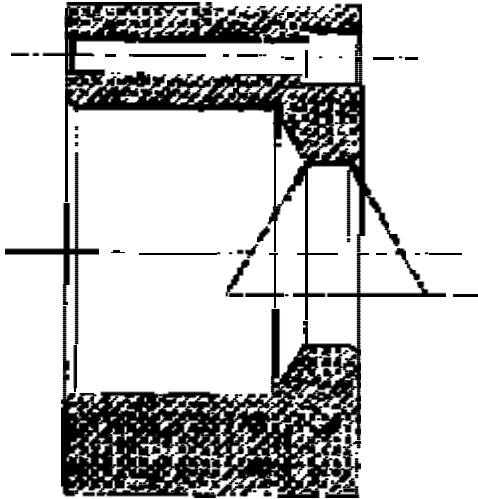
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**COMPLIANCE REQUIRED WITHIN THE NEXT (10) HOURS OF FLIGHT TIME.**

**REMOVE PROPELLER AND VISUALLY INSPECT FOR CRACKS ORIGINATING IN PILOT BORE. IN CASE OF DOUBT, ANY OF THE APPROVED METHODS FOR ALUMINUM ALLOY INSPECTIONS MAY BE USED. IF CRACKS ARE FOUND, THE PROPELLER MUST BE RETIRED IMMEDIATELY FROM SERVICE. IF NO CRACKS ARE FOUND, POLISH OUT ANY SCRATCHES IN THE BORE AND BREAK AND POLISH ANY SHARP -EDGES APPEARING AT THE FRONT AND REAR CHAMFER OF PILOT BORE. (SEE DRAWING)**

**WHEN PROPELLER IS REINSTALLED, TORQUE RETENTION BOLTS TO 300 INCH POUNDS.**

**AFTER COMPLIANCE, PROPELLER SHALL BE REMOVED AND INSPECTED AT EACH ANNUAL INSPECTION OR EACH 100 HOUR INSPECTION, WHICHEVER OCCURS FIRST. PROPELLERS WITH**



**CRACKS MAY BE RETURNED TO THE MANUFACTURER FOR POSSIBLE REPLACEMENT ON A WARRANTY BASIS.**