

C. Aluminum Hub Retirement Criteria

(1) A hub must be retired if it was involved in a ground/foreign object strike in which the hub was exposed to severe abnormal loads.

(a) If visual inspection reveals one or more of the following indications listed, the hub must be retired.

1 An aluminum blade that is retired because of the following:

a The blade does not meet the criteria for blade straightening. Refer to Hartzell Aluminum Blade Overhaul Manual 133C (61-13-33).

b Integral (Y-shank) or removable pitch change knob is bent beyond serviceable limits

c In the past, a blade that was bent beyond allowable limits was sometimes reduced in diameter in cases where the shortened blade model was completely inboard of the bend. This practice is no longer authorized.

d A portion of the blade is sheared off

NOTE: A minor tip strike that causes minor grinding of the blade tip is not cause for the blade to be retired from service.

e Ripping or tearing damage that is the result of a foreign object strike.

2 One or more composite blades exhibit severe damage such as:

a Blade separation or damage that exposes the foam core.

b Cracks in composite material in the inboard 50 percent of the blade.

NOTE: Repairability of the composite blade does not affect hub acceptance criteria.

3 Evidence on a blade or hub of impact between blade shank and hub.

4 Evidence on the hub of impact damage or deformation in the following areas:

a Preload shelf

b Bearing retention area

c Propeller mounting holes, bolts, studs, or dowel pin holes

(b) Any hub that exhibits evidence of structural damage that cannot be acceptably repaired must be retired from service.