



Airworthiness Concern Sheet

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Make, Model Series, Serial No.

See below for details on applicable Aeromatic, Flottorp, and Beech model propellers

Reason for Airworthiness Concern:

There have been reports of propeller blade separation due to deterioration the blades.

Propeller Make, Model Series Details:

All Aeromatic propellers models F200, F200-H, 220, 220-1, 220H
All Flottorp (formerly Beech Roby) propellers models R100, R002, R003
All Beech Propellers models B200-100 (fitted with Flottorp blades FA200-244 and FA200-245),
R201-100, R202-100, and R203-100 (fitted with Flottorp blades FA200-218, FA200-219 and FA200-220)
The Aeromatic models listed above were originally manufactured by Koppers, then Unvair, then South
80, then Brown Propellers, LTD. The Beech models listed above were manufactured originally by Beech
Aircraft Company, then Flottorp Manufacturing Company and Brown Propellers, LTD.
Tarver Propellers, LLC is now the TC holder of the above model propellers and blades.

Airplane Make, Model Series Details:

Aeronca 15AC; Bellanca 14-13 series and 14-19; Cessna 120, 140, 170A, 170B; Superior (Culver) V, V-
2, LAR; Culver LCA and LFA; Funk B85C; Goodyear GA-2 and GA-2B; Luscombe 8 series; Meyers
MAC-125C and MAC-145; Monocoupe 90AF-100; Piper PA-11, PA-12, PA-12S, J5-C, PA-14, PA-16,
PA-18, PA-19, PA-20, PA-22; Univair (Stinson) 108, 108-1, 108-2, 108-3; Globe GC-1A and GC-1B;
Fairchild 24W-9, -9S, -40, -40S, -41, -41S, 41A, -46, -46S; Gulfstream American G-44 and G-44A;
NAVION Navion and Navion A; Stinson L-5 series; and Univair (Stinson) Model 108-2 and 108-3 with
STC SA4-398 incorporated.

FAA Description of Airworthiness Concern

The FAA is concerned that the aging fleet of listed model propeller blades are deteriorating due to corrosion and dry rot. There have been reports of propeller blade separations due to either dry rot of the wood propeller or corrosion of the blade lag screws. The latest blade separation occurred on 4/1/2000. The initial estimate is that this airworthiness concern affects 6000 aircraft registered in the U.S. The current type certificate holder has issued service bulletin No. 2000-001 which describes initial and repetitive inspection procedures for the propellers. The service bulletin is attached.

The FAA preliminary plan of action is to request further information on this airworthiness concern. This information will be used to maintain continued airworthiness while minimizing the impact to the airplane owners and operators.

FAA Airworthiness Concern

Aeromatic, Flottorp, and Beech model propellers

Request for Information

To determine the extent of this airworthiness concern, the FAA is requesting the following summary and individual data from your type club/association members. Please provide as much information as possible and do not hold back relevant data because it is incomplete. The requested information will be used to determine how this airworthiness concern will be resolved.

Summary data for the type club/association:

- 1) Number of affected airplanes.
- 2) Number of affected propellers
- 3) Number of blade separations with the date of occurrence and description of the event.
- 4) Typical number of flight hours per year on affected airplanes.
- 5) Typical age of the affected airplanes.
- 6) Typical age of affected propellers
- 7) Comments on the attached service bulletin.

Individual data for type club/association members:

Airplane Model	Prop Model	Prop S/N	Estimate year or time if unknown			Total prop time (hours)	Prop airworthiness problems; date and description
			Year of prop manufacture	Year of airplane manufacture	Time (hours) since prop overhaul		

Attachments: Tarver Propeller, LLC Service Bulletin No. 2000-001

Response Date Requested: Please provide information by January 5, 2001