

# SENENICH PROPELLER MANUFACTURING COMPANY, INC.

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## SERVICE BULLETIN #R-12A FEBRUARY 6, 1967

**TO:** FAA APPROVED PROPELLER REPAIR STATIONS, SENSENICH DISTRIBUTORS; BEECH MUSKETEER OWNERS

**PROPELLER MODELS AFFECTED:** ALL SENSENICH FIXED-PITCH METAL PROPELLERS WITH WATER-SOLUBLE MID-BLADE DECALS INCLUDING MODELS M74DC AND M74DM WITH BEECH MID-BLADE DECALS, BUT EXCLUDING THOSE PROPELLERS WHICH HAVE ALREADY BEEN SERVICED OR REPLACED IN ACCORDANCE WITH SENSENICH BULLETINS [R-11](#) AND R-12 AND FEDERAL AVIATION AGENCY AIRWORTHINESS DIRECTIVES 66-11-3 AND [66-23-2](#).

**COMPLIANCE DATE:** NOT LATER THAN THE NEXT TWENTY HOURS OF OPERATION

**SUBJECT:** REMOVAL OF MID-BLADE DECALS AND INSPECTION OF MID- BLADE AREA FOR CORROSION PITS AND CRACKS

Sensenich Propeller [Bulletin Number R-11](#) dated March 1, 1966 and FAA Airworthiness Directive 66-11-3 dealt with the problem of corrosion pits found in the area of the mid-blade propeller decal. Instances of corrosion pits under and in the immediate area of the mid-blade decal have been discovered in M74DC and M74DM propellers carrying Beech decals and other models of Sensenich fixed-pitch metal propellers with Sensenich decals attached by a water-soluble adhesive. The Sensenich decals can be identified by their black border (sketch #1). Later Sensenich epoxy-adhesive decals (*with a narrow gold border outside the black, sketch #2*) are satisfactory. Water-soluble decals must not be re-installed.

These decals must be removed by soaking with paint remover and rubbing off with a rag; they must not be scraped or sanded off. The mid-blade area must be thoroughly inspected with a glass of at least 3 power. If a crack or corrosion pits deeper than .015 inch are found, the propeller must be replaced before further flight. If corrosion pits (*tiny black dots*) are discovered, they must be removed within the next twenty hours of operation. They can be removed in the following manner:

1. Sand the area with 220 grit wet-or-dry abrasive paper and polish with 320 grit or finer.
2. Clean the area thoroughly and apply a dye penetrant.
3. Inspect with a low-power glass; it is very important that the bottom of the pits be completely removed. If the pits re-appear, repeat the operations.
4. When the pits are completely removed, spray the area with a clear lacquer.

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Owners who wish to do so may return their propellers to the factory for reconditioning or exchange for a factory reconditioned propeller.



SKETCH #1



SKETCH #2