REVISION TRANSMITTAL

This sheet transmits Revision 1 to CAL-61-05, which:

A. Expands the Serial numbers within the Effectivity section to include airplanes that have incorporated CAB90-20.

NOTE: This revision replaces the original issue of CAL-61-05.

REVISION COMPLIANCE

NO EFFECT. Airplanes previously modified by this service letter are not affected.

LOG OF REVISIONS

Original Issue	August 16, 2022
Revision 1	November 29, 2023

Textron Aviation Customer Service, P.O. Box 7706, Wichita, KS 67277, U.S.A. 1-316-517-5800

TITLE

PROPELLER - TRANSMITTAL OF MCCAULEY SERVICE LETTER SL2022-1 MCCAULEY B-6422 AND B-4743 ACTUATING LINK ASSEMBLY INSPECTION

EFFECTIVITY

MODEL	SERIAL NUMBERS
208	20800001 thru 20800188 incorporating CAB90-20, and , 20800189 thru 20800680
208B	208B0001 thru 208B0178 incorporating CAB90-20, 208B0180 thru 208B0217 incorporating CAB90-20, and , 208B0218 thru 208B5649, 208B5654

Spares Stock

Also affected are any McCauley Propellers in spares stock that meet the criteria listed on the McCauley Service Letter SL2022-1, Models Affected section.

REASON

McCauley has identified that some of the B-6422 and B-4743 Actuating Link Assemblies that were reamed by McCauley before October 19/2021 may have off-center reams to the actuating link assembly bushings. When present, this issue can lead to elongated assembly link bushing holes and improper bushing wall thickness. Continued operation of affected propellers can cause additional vibration resulting from undesired propeller blade operating angle within the propeller assembly.

DESCRIPTION

This service document transmits McCauley Service Letter SL2022-1 McCauley B-6422 AND B-4743 Actuating Link Assembly Inspection.

COMPLIANCE

MANDATORY. This service document must be accomplished at the next 100-hour or 12-month (annual-type) inspection.

A service document published by Textron Aviation may be recorded as *completed* in an aircraft log only when the following requirements are satisfied:

1) The mechanic must complete all of the instructions in the service document, including the intent therein.
2) The mechanic must correctly use and install all applicable parts supplied with the service document kit. Only with written authorization from Textron Aviation can substitute parts or rebuilt parts be used to replace new parts.
3) The mechanic or airplane owner must use the technical data in the service document only as approved and published.
4) The mechanic or airplane owner must apply the information in the service document only to aircraft serial numbers identified in the *Effectivity* section of the document.
5) The mechanic or airplane owner must use maintenance practices that are identified as acceptable standard practices in the aviation industry and governmental regulations.

Textron Aviation Customer Service, P.O. Box 7706, Wichita, KS 67277, U.S.A. 1-316-517-5800

No individual or corporate organization other than Textron Aviation is authorized to make or apply any changes to a Textron Aviation-issued service document or flight manual supplement without prior written consent from Textron Aviation.

Textron Aviation is not responsible for the quality of maintenance performed to comply with this document, unless the maintenance is accomplished at a Textron Aviation-owned Service Center.

CONSUMABLE MATERIAL

No specialized consumable materials are required to complete this service document.

TOOLING

No specialized tooling is required to complete this service document.

REFERENCES

Cessna Model 208 Series Maintenance Manual

McCauley Service Letter SL2022-1, McCauley B-6422 AND B-4743 Actuating Link Assembly Inspection (latest revision)

PUBLICATIONS AFFECTED

None

ACCOMPLISHMENT INSTRUCTIONS

1. Review McCauley Service Letter SL2022-1 and Propeller log books for affected propellers identified on the McCauley Service Letter SL2022-1, Models Affected section.

   A. If a suspect propeller is installed, complete the McCauley Service Letter SL2022-1 (latest revision).

   B. If a suspect propeller is not installed, go to step 2.

2. Make an entry in the airplane logbook that states compliance and method of compliance with this service document.

   NOTE: Textron Aviation recommends that compliance with all service documents is reported to a maintenance tracking system provider.
   - Complete a record of compliance. (Maintenance Transaction Report, Log Book Entry, or other record of compliance.)
   - Put a copy of the completed record of compliance in the airplane logbook.
   - Send a copy of the completed record of compliance to the maintenance tracking system provider used.

MATERIAL INFORMATION

No parts are required to complete this service document.

TITLE

PROPELLER - TRANSMITTAL OF MCCAULEY SERVICE LETTER SL2022-1 MCCAULEY B-6422 AND B-4743 ACTUATING LINK ASSEMBLY INSPECTION

TO:

Cessna Model 208 and 208B Aircraft Owner

NOTE: The Effectivity of CAL-61-05 Revision 1 has changed and includes airplanes that have incoporated CAB90-20. Please review the Effectivity section to see if the serial number for your airplane is affected.

REASON

McCauley has identified that some of the B-6422 and B-4743 Actuating Link Assemblies that were reamed by McCauley before October 19/2021 may have off-center reams to the actuating link assembly bushings. When present, this issue can lead to elongated assembly link bushing holes and improper bushing wall thickness. Continued operation of affected propellers can cause additional vibration resulting from undesired propeller blade operating angle within the propeller assembly.

COMPLIANCE

MANDATORY. This service document must be accomplished at the next 100-hour or 12-month (annual-type) inspection.

LABOR HOURS

Refer to McCauley Service Letter SL2022-1

MATERIAL AVAILABILITY

No part are required to complete this service document.

WARRANTY

Refer to McCauley Service Letter SL2022-1

Textron Aviation Customer Service, P.O. Box 7706, Wichita, KS 67277, U.S.A. 1-316-517-5800

SERVICE LETTER

February 16, 2022

SL2022-1

TITLE

McCauley B-6422 and B-4743 Actuating Link Assembly Inspection

TO:

FAA-Approved Propeller Repair Stations, Aircraft Manufacturers, Owners and Operators

MODELS AFFECTED

All with McCauley Propellers listed in the table below, that meet the following criteria:

- New Propeller Assemblies delivered from McCauley before October 19/2021.
- Any B-6422 and B-4743 Actuating Link Assemblies that have been reamed by McCauley before October 19/2021.
- Any new B-6422 and B-4743 Actuating Link Assemblies purchased from McCauley before October 19/2021.

3GFR34C601	3GFR34C602	4HFR34C652	4HFR34C653	4HFR34C661	4HFR34C662
4HFR34C663	4HFR34C664	4HFR34C665			
3GFR34C701	3GFR34C702	3GFR34C703	3GFR34C704	4HFR34C754	4JFR34C758
4HFR34C762	4HFR34C763	4HFR34C764	4HFR34C766	4HFR34C768	4HFR34C769
4HFR34C771	4HFR34C773	4HFR34C774	4HFR34C778	4HFR34C779	
5JFR36C1003	5HFR34C1008				
B5JFR36C1101	C5JFR36C1102	B5JFR36C1103	C5JFR36C1104	5HFR34C1105	

NOTE: Any of the above propeller models that have been overhauled or repaired at a propeller repair station with B-6422 and B-4743 Actuating Link Assemblies that have been overhauled or repaired; and do not meet the above criteria, are not affected by this Service Letter.

REFERENCE PUBLICATION

MPC 26, McCauley Owner/Operator Information Manual

CMM1100, McCauley Model C1100 Series Component Maintenance Manual (For Propeller Models C1101, C1102, C1103, and C1104)

REASON

McCauley has identified that some of the B-6422 and B-4743 Actuating Link Assemblies that were reamed by McCauley before October 19/2021 may have off-center reams to the actuating link assembly bushings.

McCauley Propeller Systems
PO Box 7704
Wichita, Kansas 67277-7704

DESCRIPTION

When present, this issue can lead to elongated assembly link bushing holes and improper bushing wall thickness. Continued operation of affected propellers can cause additional vibration resulting from undesired propeller blade operating angle within the propeller assembly.

CORRECTIVE ACTION

1. If your propeller assembly is experiencing abnormal vibration and meets the criteria listed in the "Models Affected" section of this Service Letter, do the following:

   NOTE: Aircraft Propeller assemblies most likely to be affected and/or take notice of the condition are high cycle/flight hour aircraft. Such as, commuter/training aircraft experiencing more than 2 ground-air-ground cycles per flight hour.

   NOTE: This issue may not be present on all propellers.

   NOTE: For warranty consideration, the propeller or actuating link assembly must fall within the affected date range of this letter and fall within the specified calendar and hourly TBO defined for the propeller model in the MPC26 Owner/Operator Information Manual.

   A. MPC 26 Model Propellers, do the Blade Twist inspection refer to the MPC 26 McCauley Owner/Operator Information Manual, Chapter 61, Section 61-00-06, Propeller Inspection/Check; BLADE TWIST.

      (1) Any propeller assembly that exhibits blade twist inspection results that exceed the rotational play allowance require repair at an FAA Approved Part 145 propeller repair station; for warranty consideration, propeller repair must be accomplished at a McCauley Authorized Service Facility. If propeller assembly passes blade twist inspection criteria and no abnormal/excessive vibration condition has been noted or exists, no further action is necessary. Contact McCauley Propeller Systems Product Support and report the documented findings.

      (2) If propeller assembly exhibits abnormal/excessive vibration and the blade twist inspection results do not exceed the rotational play allowance. Worn or incorrectly reamed bushings are not the cause. Continue troubleshooting the vibration per the MPC26 Owner/Operator Information Manual.

   B. C1101, C1102, C1103, and C1104 Model Propellers, do the Blade Twist inspection refer to the CMM1100 McCauley Model C1100 Series Component Maintenance Manual, Chapter 61, Section 61-20-07, Propeller Troubleshooting; UNUSUAL AIRCRAFT VIBRATION.

      (1) Any propeller assembly that exhibits blade twist inspection results that exceed the rotational play allowance require repair at an FAA Approved Part 145 propeller repair station; for warranty consideration, propeller repair must be accomplished at a McCauley Authorized Service Facility. If propeller assembly passes blade twist inspection criteria and no abnormal/excessive vibration condition has been noted or exists, no further action is necessary. Contact McCauley Propeller Systems Product Support and report the documented findings.

      (2) If propeller assembly exhibits abnormal/excessive vibration and the blade twist inspection results do not exceed the rotational play allowance. Worn or incorrectly reamed bushings are not the cause. Continue troubleshooting the vibration per the CMM1100 Component Maintenance Manual.