

**MANDATORY****MEL-61-01****TITLE**

PROPELLER - PROPELLER GOVERNOR INSPECTION IN ACCORDANCE WITH MCCAULEY ASB273

**EFFECTIVITY**

All Beechcraft and Cessna piston multi engine model airplanes with a McCauley propeller governor that has been overhauled or had the bearing part number A-20028, gear assembly part number A-20107, overhaul kit part number PL-20233, or overhaul kit part number PL-20234 installed using parts shipped from McCauley between January 31, 2017 and September 27, 2018.

**NOTE:** Affected McCauley propeller governors may be installed on airplane models not listed via Supplemental Type Certificate.

**NOTE:** Also affected are governors, bearings, gear assemblies, and overhaul kits in inventory that were shipped from McCauley between January 31, 2017 and September 27, 2018.

**NOTE:** Governors that have a letter "B" stamped on the governor body have been inspected and are acceptable for use. It is not necessary to inspect a governor in accordance with this bulletin if the governor body has been stamped with the letter "B".

**REASON**

McCauley has become aware of an unapproved variant of the McCauley P/N A-20028 idler governor gear bearing that may cause erratic governor behavior, including the inability of the governor to hold selected RPM, hunting, surging, etc., due to governor bearing failure. The A-20028 bearing is utilized in ALL McCauley governor models. This Service Bulletin requires the removal of certain governors that are in service for inspection for the unapproved bearing variant.

**DESCRIPTION**

This service document provides instructions to do an inspection of the propeller governor and complete McCauley Alert Service Bulletin 273 (Revision B or later revision).

**COMPLIANCE**

**MANDATORY.** All inspection requirements must be accomplished at the compliance times and intervals as listed below.

1. For erratic governor behavior, compliance with this Service Bulletin must be accomplished immediately. Engine operation with a failing governor bearing can lead to contamination of the engine oil system.
2. Otherwise, compliance with this Service Bulletin must be accomplished within 25 hours of operation.

**NOTE:** Compliance with MEL-61-01 is not required if in compliance with ASB273 original issue, revision A, revision B, or later revision.

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.

November 16, 2018

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

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- 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.

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**

McCauley ASB273 (Revision B or later revision)

**PUBLICATIONS AFFECTED**

None

**ACCOMPLISHMENT INSTRUCTIONS**

1. Do a complete review of McCauley ASB273. (Revision B or later revision.)
  - A. If the installed governor is not identified in Group A or Group B of the McCauley ASB273 (Revision B or later revision), no further action is required, go to Step 7.
  - B. If the installed governor is identified in Group A of the McCauley ASB273 (Revision B or later revision), the governor needs to be removed and inspected, go to Step 2.
  - C. If the installed governor is not identified in Group A of the McCauley ASB273 (Revision B or later revision) but was overhauled between January 31, 2017 and September 27, 2018, it is possible that when the governor was overhauled a suspect bearing may have been installed. Contact the facility that completed the governor overhaul and request information if the bearing that is installed was shipped from McCauley before January 31, 2017 or that the bearing is not marked with BA59.  
**NOTE:** If the facility that performed the governor overhaul or parts installation can confirm the bearing installed is unaffected by serial list in ASB273 (Revision B or later revision), request documentation from the facility, such as a parts shipping record that shows the ship date from McCauley. An unaffected bearing will have ship date from McCauley that is prior to January 31, 2017.
    - (1) If the bearing is not a suspect part no further action required, go to Step 7.
    - (2) If the bearing is a suspect part or it cannot be determined if the bearing is not suspect, the governor needs to be removed and inspected, go to Step 2.
2. Do an inspection of the propeller governor and engine oil system as follows:
  - A. Remove the governor from the engine in accordance with aircraft manufacturer's or applicable STC holder's removal instructions.
  - B. Examine the mounting pad for the governor, the oil galleys at the governor, governor drive shaft, governor gasket and governor gasket screen for metallic debris.
    - (1) If no metallic debris is observed, go to Step 3.

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- (2) If metallic debris is found, do the steps as follows:
    - (a) Refer to engine manufacturer's instructions for maintenance or inspection requirements.
    - (b) Refer to the propeller manufacturer's instructions for maintenance or inspection requirements.
    - (c) Contact Textron McCauley Product Support by telephone at +1.800.621.7767 (+1.316.831.4021 international) or email ProductSupport@txtav.com
3. Return the governor to a service facility that is rated to overhaul McCauley governors for compliance with ASB273 (Revision B or later revision).

**NOTE:** For warranty coverage, the governor should be sent to an Authorized McCauley Service Facility that is rated to overhaul propeller governors.
4. The service facility that is complying with ASB273 (Revision B or later revision) will transmit the finding of the inspection to the facility that returned the governor.
  - A. If no metallic debris is reported go to Step 5.
  - B. Refer to engine manufacturer's instructions for maintenance or inspection requirements.
  - C. Refer to the propeller manufacturer's instructions for maintenance or inspection requirements.
  - D. Contact Textron McCauley Product Support by telephone at +1.800.621.7767 (+1.316.831.4021 international) or email ProductSupport@txtav.com
5. After ASB273 (Revision B or later revision) has been completed on the governor, reinstall the governor on the engine with a new gasket in accordance with aircraft manufacturer's or applicable STC holder's installation instructions.
6. Complete an engine run, a governor functional test, and make any necessary adjustments to the governor in accordance with the procedures in the appropriate maintenance manual.
  - A. After engine shut down, check to make sure there are no oil leaks and correct if necessary.
7. Make an entry in the airplane logbook that states compliance and method of compliance with this service document.

**MATERIAL INFORMATION**

**NOTE:** Governors sent to an Authorized McCauley Service Facility for inspection will include a new gasket when they are returned.



**TITLE**

PROPELLER - PROPELLER GOVERNOR INSPECTION IN ACCORDANCE WITH MCCAULEY ASB273

**TO:**

Aircraft Owner of Beechcraft and Cessna piston multi-engine airplanes:

**REASON**

McCauley has become aware of an unapproved variant of the McCauley P/N A-20028 idler governor gear bearing that may cause erratic governor behavior, including the inability of the governor to hold selected RPM, hunting, surging, etc., due to governor bearing failure. The A-20028 bearing is utilized in ALL McCauley governor models. This Service Bulletin requires the removal of certain governors that are in service for inspection for the unapproved bearing variant.

**NOTE:** Affected McCauley propeller governors may be installed on airplane models not listed via Supplemental Type Certificate.

**COMPLIANCE**

MANDATORY. All inspection requirements must be accomplished at the compliance times and intervals as listed below.

1. For erratic governor behavior, compliance with this Service Bulletin must be accomplished immediately. Engine operation with a failing governor bearing can lead to contamination of the engine oil system.
2. Otherwise, compliance with this Service Bulletin must be accomplished within 25 hours of operation.

**NOTE:** Compliance with MEL-61-01 is not required if in compliance with ASB273 original issue, revision A, revision B, or later revision.

**NOTE:** If a governor affected by ASB273 is replaced, rather than returned for inspection, steps (3) a. through (3) f. (as applicable) must be completed.

**LABOR HOURS**

Refer to the McCauley Warranty Supplement 273 (WS273) for labor hour.

**MATERIAL AVAILABILITY**

**NOTE:** Governors sent to an Authorized McCauley Service Facility for inspection will include a new gasket when they are returned.

**WARRANTY**

McCauley will cover the cost of removal, installation, and shipping of governors that are required to be returned to an Authorized McCauley Service Facility for inspection. The Authorized McCauley Service Facility will inspect, repair, and return the governor under warranty.

**Eligibility:** All McCauley governors identified in McCauley Alert Service Bulletin 623 (Revision B or later revision).

**Labor Coverage:** The Authorized McCauley Service Facility will reimburse the mechanic or maintenance facility for shipping cost and 2 hours of labor to cover removal and reinstallation of the propeller governor.

**Expiration:** November 16, 2019

**NOTE:** As a convenience, service documents are now available online to all our customers through a simple, free-of-charge registration process. If you would like to sign up, please visit the Customer Access link at [www.txtavsupport.com](http://www.txtavsupport.com) to register.