

- e. Drill 1/8-inch holes in the metal.
  - f. Insert 1/8-inch copper rivets with the head on the face side. Cut off rivets on the camber side leaving 3/16 inch to 1/4 inch extending beyond the metal. Head rivets with bucking iron, and hammer, using very light tapping strokes.
  - g. Work on out to the tip of blade with the same procedure as outlined above. Keep the metal down tight on the plastic with rubber bands. Form metal to the blade before dimpling and drilling.
  - h. Form the tip lap as shown before putting in the last two outboard rivets. Locate last rivet, which is 3/32 inch in diameter. Drill and dimple the metal just slightly. The dimple may be improved by light countersinking. This rivet is to hold the loose end of metal from vibrating; a full head is not necessary.
  - i. Hammer the metal down tight on the plastic with a metal bucking block and hammer.
  - j. File smooth, and solder in cavities where necessary.
4. Balance and finish:
- a. Balance propeller as described in Hartzell Maintenance Manual. If necessary, file the tipping to improve balance, but do not file the metal too thin. The blades may be leaded in the shank for balance if absolutely necessary.
  - b. Repaint a 3-inch yellow band on tip with quick-drying enamel. Touch up black portion of the blade with black enamel. Re-mark design "8428R" with opaque ink or yellow enamel. Rebalance propeller.
  - c. Refinish in the same manner as wood propellers. "Hartzite" blade material is a special plastic composition through and through. If the varnish finish is worn off or stones have nicked the surface, the blade need not be refinished immediately, as water will not affect the material.

NOTE: This rework is a major alteration and must conform with C.A.A. regulations for Approved Repair Stations.

C. INSTALLATION OF PROPELLER AND NEW 145-44054 SERVO VALVE LEVER

- 1. Coat propeller shaft splines with a thin coat of light engine oil. Apply a thin coat of antiseize compound to propeller shaft threads.