

Adam M. Gerhardt
Senior Aviation Accident Investigator
Office of Aviation Safety, Eastern Region

Date: 10/25/2022

Subject: ERA23LA037

Contact: BRIAN FRICKS (PERFORMANCE AIR INC., Mechanic)

The individual noted above provided the following information via email memorandum. The below contents are a summary of what was reported:

I haven't worked on this plane since Jan 2021. At that time it's had no indication of a propeller strike. Your question concerning AD # 04-10-14-C1 is a reoccurring AD . I made a entry stating it's due if a prop strike should occur. There was no known prop strike at the time.

The history of this AD was rewritten by Lycoming to basically cover all model Lycoming model engines and made there own definition of a prop strike. I simply inspected the blades look for signs of grass stains, dents, blemishes that consider to have possibly slowed the rpm of the engine that falls under the AD's definition and there were none. If there were something that stands out we ask the owner what happened; but there were none.

However its very confusing. I have always made a entry because it's reoccurring. If a owner questions the AD I usually explain that a prop strike could be simply going through thick grass etc. Attached are copies of the entries and AD status sheet. I'll send a copy of the invoice in few minutes.

This investigator responded to Mr. Fricks with the below message in part:

I understand that essentially you are looking for evidence of a prop strike, or if one is reported to you, and in this example, nothing was identified, nor was anything reported to you. Thus, the AD work for this annual/100HR was limited to a visual inspection of the prop & prop hub, and no work was performed on the Crankshaft gear/ gear retaining bolt. Can you please confirm this general assumption.

Mr. Fricks responded in part:

You are exactly correct, no work was performed to the crankshaft gear retaining bolt.

Mr. Fricks provided the following PDF documents via email:

Performance Air, Inc.



Pickens Airport (KLQK)

01/02/21	SMOH 1457.99
A/CT T- N8580N 3957.99	Prop since New 1153.33
Tach 3957.99	PA28-235 Sn#28-11317

Cleaned, inspected and serviced aircraft I.A.W Piper Service Manual

Ops. checked ELT IAW 91.207 para. D, battery expires Feb 2027

The following repairs were made and parts replaced: Installed new induction filter pn# BA-3. Removed both inboard fuel tanks. Replaced the (LH) fuel sender pn# Mc68101-02 installed new (both) sending unit gaskets pn# MC461-021 and (10) sending unit screws with Stat O Seals pn# MC1802. Made (2) new fuel hoses Aeroquip 303-6. Reinstalled both tanks with new structural stainless screws and washers. Installed (1) new 6:006 tube On (RH) main and new brake pads 66-105. Re-Glued heat pad lower cowl.

C/W the following A.D's: 76-07-12 Ops checked every 100 hrs, 78-23-01 C/W by inspection; no defect due at tach: 4057.99, 72-08-06 P/C/W; due at tach: 4257.19, 13-02-13 C/W by inspection due again in year 2027 or tach: 5957.99, 18-07-13 P/C/W has correct placards, 17-14-04 P/C/W has Type D; NFA. <see status sheets for further details>

I certify that this aircraft has been inspected in accordance with an Annual inspection and was determined to be in airworthy condition.

IA/AP [REDACTED]

Performance Air, Inc.



Pickens Airport (KLQK)

01/02/21	SMOH 1457.99
A/CT T:	SPOH 1153.33
Tach 3957.99	0-540 B45B Sn#L-11317

Cleaned and inspected engine this date 1/02/21 I.A.W Lycoming Service Manual.

Serviced engine with (10) qts Phillips 20XC50 Victory (1) qt cam guard, (1) A48109 oil filter, (1) BA-3 airfilter. Installed (1) new oil return line #6 cylinder pn# 68761, replaced all (6) intake gaskets with new 71973

Compression are as follows: 1.) 74, 2.) 75, 3.) 77, 4.) 76, 5.) 75, 6.) 75

C/W the following AD's: 04-10-14C1 due at or when a propeller strike occurs, <see status sheets for further details>

I certify that this engine has been inspected in accordance with an 100hr inspection and was determined to be in airworthy condition.

IA/AP [REDACTED]



Performance Air, Inc.

Pickens Airport (KLQK)

01/02/21	SMOH 1457.99
A/CT T	Prop since new 1153.33
Tach 3957.99	N8580N HC-C3YF-1RF, 100DY754013

Inspected propeller this date 12/28/20. Checked blade tracking and dressed blades, lubed, checked spinner bulkhead and dome for cracks <none found!!>.

All AD's C/W at this date. <see status sheets for further details>.

I certify that this propeller has been inspected in accordance with an 100hr inspection and was determined to be in airworthy condition.

IA/AP [REDACTED]

Airworthiness Directive Compliance Record

N8580N

AIRFRAME

Company PIPER AIRCRAFT CORP.
 Model PA-28-235
 Serial # 28-11317
 A/C Cert. Date

Tach Time 3957.99
 Total Time 3957.99

Tail Number N8580N

AD# Effective	Subject	Date & Hours @ Compliance	Method Of Compliance	O	R	Next Comp @ Hrs/Date	Authorized Signature & Number
*72-06-06 04/14/72	MAIN LANDING GEAR TORQUE LINKS/	10/17/16	PCW		X	due every 500 hrs or tach: 4257.19	
*78-23-01 11/03/78	FUEL DRAIN DOOR ASSEMBLY/	12/28/20	CW this date by inspection; no defects found.		X	100 hrs or tach: 4957.99	
*95-26-13 02/05/96	OIL COOLER HOSE ASSEMBLIES/	7/20/15	PCW has seen after Type D hoses previously installed.		X	no further action	
*13-02-13 03/11/13	HORIZONTAL STABILIZER CONTROL CABLES/	12/28/20	CW this date		X	every 7 years (2027) or 2000 hrs (5957.99)	
*17-14-04 08/15/17	OIL COOLER HOSE ASSEMBLY TSO REQUIREMENTS/	7/20/15	PCW has Type D installed.		X	NFA	
18-02-05 02/07/18	SUPERSEDED BY AD 2018-07-03/	12/28/20	superseded by 18-07-13 - Has correct placard and de-cowl previously installed.	X		NFA	

ENGINE -

Company TEXTRON LYCOMING
 Model O-540 B45B
 Location L-15252-42

TSMOH 1457.99
 Total Time 3957.99

AD# Effective	Subject	Date & Hours @ Compliance	Method Of Compliance	O	R	Next Comp @ Hrs/Date	Authorized Signature & Number
*94-10-14 C1 06/25/04	CRANKSHAFT GEAR AND GEAR RETAINING BOLT/		Done when a prop. strike occurs.		X	when a prop. strike occurs	

PROPELLER -

Company HARTZELL
 Model HC-C3YF-1RF
 Location

Blade

* Indicates possible recurring inspections © 1995 - 2007 - Tdata, Inc. (Tdata.com) Prepared by _____ Date _____

Airworthiness Directive Compliance Record

N8580N

Tail Number N8580N

PTT: 1,153.33
tach: 3,957.99TSMOH
Total TimeTail # N8580N
Serial # DY754913

AD# Effective	Subject	Date & Hours @ Compliance	Method Of Compliance	O	R	Next Comp @ Hrs/Date	Authorized Signature & Number
*09-13-28 07/17/08	PROPELLER HUB LUBRICATION HOLES/	12/28/20	N/A by models listed.		X	N/A	

APPLIANCES

Company

Tail # N8580N

AD# Effective	Subject	Date & Hours @ Compliance	Method Of Compliance	O	R	Next Comp @ Hrs/Date	Authorized Signature & Number
*76-07-12 06/30/77	[R1] IGNITION SWITCHES/	12/28/20	CW by inspection/CP6 check.		X	every 100 hrs or tach: 4057.99	

PERFORMANCE AIR, INC.				No. 760	
Cessna Beechcraft				Cash or card only Due upon receipt 04/02/21	
(1) AMP8107	oil filter		29.84		
(1) AMP8107	oil Philip's 2050 Victory		84.49		
(1) 8A3	induction filter		18.46		
(1) 885-1	vacuum filter		4.92		
(1) 68761	oil drain tube		24.04		
(2) MC 462	021 Fuel sender Sents.	14.38	28.76		
(2) SK PA28	Structural Stainless Fuel tank rings	156.74			
4H 303-6	Hose (Fuel tank)	13.04	52.36		
(1)	oil AMP8107		32.14		
(6) 71193	Intake Gaskets	1.80	10.80		
(1)	6.00x6 Tube		86.30		
(12) 66105	Brake Pads	13.44	27.08		
(10) 110 142	Fuel sender Rubber Winder Sents.		14.22		
Misc					
LPS Grease Hydraulic drill bits Rings				15.00	
Clamp, rubber plates, tie-wraps etc. Rings.					
				\$1585.15	
General				47.58	
Red overnight				44.77	
				62.35	
NAME				E-MAIL	
ADDRESS				DATE 12-18-20	
MAKE & MODEL PA28-235				SERIAL NO 28-11311	
REGISTRATION NO N5580N				AIRCRAFT - 3957.99	
RECEIVED				ENGINE #570-8405	
PROMISED				R OR FWD L- 15252-42	
OFFER NO				SERVICE DESCRIPTION	
1				Labor to change labor (R4) main (1.0)	
2				Brake Pads (1) (1.5)	
3				Replace all (6) intake Gaskets (2.0)	
4				Drain Main tanks full Build (2) new	
5				Hose transposed 'Burgos' Replace (1) Bad	
6				Airtight with all new Sents etc. Mark (6.5)	
7				12) new Ground Wires (1.5)	
8				Fix Brake caliper, lever, 12-pin (1.5)	
9				Replace 1/16" drain tube (1.0)	
10				Reduce head shield (outer) (1.5)	
11				Enter prices Feb 2027	
COMPRESSION: #1(24) #2(25) #3(27) #4(26) #5(25) #6(25)				TOTAL LABOR \$2360.50	
I hereby authorize the above repair work to be done along with the necessary material, and hereby grant you and/or your employees permission to operate the Aircraft. An express mechanic's lien is hereby acknowledged on above Aircraft to secure the amount of \$				TOTAL PARTS 585.15	
NOT RESPONSIBLE FOR LOSS OR DAMAGE TO AIRCRAFT OR ARTICLES LEFT IN AIRCRAFT IN CASE OF FIRE, THEFT OR ANY OTHER CAUSE BEYOND OUR CONTROL.				SHIPPING 62.35	
GALS. GAS				GAS, OIL & GREASE	
QTS. OIL				OUTSIDE REPAIRS	
LBS. GREASE				OTHER	
TOTAL GAS, OIL & GREASE				TAX	
				TOTAL AMOUNT \$3010.00	
				\$3395.22	

#END#