

AC 120-2A

Cancelled by AFO-1 letter of 2/6/85

Federal Aviation Agency



AC NO: AC 120-2A

AIR CARRIER AND
COMMERCIAL OPERATIONS

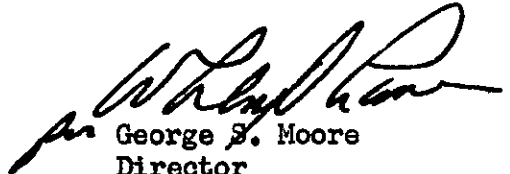
EFFECTIVE :

8/20/63

SUBJECT : PRECAUTIONARY PROPELLER FEATHERING TO PREVENT RUNAWAY PROPELLERS

1. PURPOSE. This circular is issued to clarify Advisory Circular AC-120-2 which was issued to emphasize the need for prompt feathering when there is an indication of internal engine failure.
2. CANCELLATION. Advisory Circular AC-120-2, dated 6/25/63, is canceled.
3. BACKGROUND. Service experience on piston engines, particularly turbo-compound engines, has shown that certain types of internal engine damage * can cause rapid contamination or damage of the engine oil passages such that propeller runaway will occur and feathering will not be possible. * Severe engine fires have occurred in some cases of uncontrollable runaway propellers.
4. INFORMATION.
 - a. Indications of internal engine damage which may disable feathering capability are A SUDDEN DROP IN BMEP, AN INCREASE IN RPM, or A RAPID DROP IN OIL PRESSURE. It is recommended that the affected propeller be feathered immediately when any of the above indications * of malfunction occur. Some types of internal engine failures may damage oil passages to the feathering system to the extent that feathering could not be accomplished. Therefore, it is also * important to simultaneously slow down the aircraft in the event that this type of failure has occurred.
 - b. This emphasis on immediate feathering is not intended to apply to other indications of malfunction such as cylinder or oil overheating, engine roughness, ignition difficulties, or evident carburetor icing. In such cases it may be pertinent to analyze the difficulty more deliberately before determining whether or not to feather.

4. RECOMMENDED ACTION. The air carriers should review their operations manuals and training programs to determine if emergency procedures for feathering are adequate. These procedures should indicate prompt feathering when there is an indication of internal engine failure.



George S. Moore
Director
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