HARTZELL PROPELLER INC.

ALERT SERVICE BULLETIN

TRANSMITTAL SHEET

HC-ASB-61-378

Propeller - Counterweight Clamp Inspection

February 09, 2018

This page transmits a revision to Alert Service Bulletin HC-ASB-61-378.

- Original Issue, dated Oct 02/17
- Revision 1, dated Nov 28/17
- Revision 2, dated Feb 09/18

Propeller assemblies that have complied with the inspections required in a previous revision of this Alert Service Bulletin are affected.

Changes are shown by a change bar in the left margin of the revised pages.

Revision 2 is issued to change the following in this Alert Service Bulletin:

- Revised the section, "Description"
- Revised the section, "Compliance"
- Revised the section, "Manpower"
- Removed the section, "Visual Inspection"
- Added the section, "Eddy Current Inspection: Area E Only"
- Revised the section, "Eddy Current Inspection: Areas A, B, C, D"

This Alert Service Bulletin is reissued in its entirety.

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Propeller - Counterweight Clamp Inspection

1. Planning Information

   A. Effectivity

      (1) Hartzell Propeller Inc. lightweight turbine propellers HC-E5A-2( )/E9193( ) installed on Pilatus PC-21 aircraft that are currently (or that have been previously) operated out of Pearce Air Force Base in Bullsbrook, Australia are affected by this Alert Service Bulletin - except as specified in section 1.A.(1)(a).

         (a) New propellers that were shipped from Hartzell Propeller Inc. on or after 09/25/17 are not affected by this Alert Service Bulletin.

            1 New propellers that were shipped from Hartzell Propeller Inc. on or after 09/25/17 will have gray Polane® paint on the counterweight clamps.

   WARNING: DO NOT USE OBSOLETE OR OUTDATED INFORMATION. PERFORM ALL INSPECTIONS OR WORK IN ACCORDANCE WITH THE MOST RECENT REVISION OF THIS ALERT SERVICE BULLETIN. INFORMATION CONTAINED IN THIS ALERT SERVICE BULLETIN MAY BE SIGNIFICANTLY CHANGED FROM EARLIER REVISIONS. FAILURE TO COMPLY WITH THIS ALERT SERVICE BULLETIN OR THE USE OF OBSOLETE INFORMATION MAY CREATE AN UNSAFE CONDITION THAT MAY RESULT IN DEATH, SERIOUS BODILY INJURY, AND/OR SUBSTANTIAL PROPERTY DAMAGE. REFER TO THE SERVICE BULLETIN INDEX FOR THE MOST RECENT REVISION LEVEL OF THIS ALERT SERVICE BULLETIN.

   B. Concurrent Requirements

      (1) Additional service documents may apply to the components/propellers affected by this Alert Service Bulletin. Compliance with additional service documents may be necessary in conjunction with the completion of the Accomplishment Instructions in this Alert Service Bulletin. Refer to the Hartzell Propeller Inc. website at www.hartzellprop.com for a cross-reference of service documents.

C. Reason

(1) Hartzell Propeller Inc. received a report of a counterweight clamp separation on a propeller causing damage to the spinner and adjacent blade.

(a) Hartzell has received reports of additional cracked counterweight clamps at the same operator.

(b) All clamps that have evidence of cracks have also shown evidence of operation in a corrosive environment.

(2) Hartzell Propeller Inc. is requiring inspection of the counterweight clamps and the associated mounting hardware on the affected propellers.

(3) Regulatory action is not expected.

D. Description

(1) This Alert Service Bulletin provides Instructions for Continued Airworthiness (ICA).

(2) This Alert Service Bulletin provides instructions for a repetitive eddy current inspection of Area E of the counterweight clamps on the affected propellers.

(3) This Alert Service Bulletin provides instructions for a repetitive eddy current inspection of Areas A, B, C, and D of the counterweight clamps on the affected propellers.

E. Compliance

NOTE: The compliance intervals defined in this section may be extended by a maximum of three days if necessary to accommodate scheduling and to prevent grounding of the aircraft.

(1) If the affected propeller began operating at Pearce Air Force Base on or before October 02, 2017:

(a) Within 30 days of the last eddy current inspection of the counterweight clamp, and at repetitive intervals not to exceed 30 days, perform the "Eddy Current Inspection: Area E Only" in accordance with the Accomplishment Instructions in this Alert Service Bulletin.

1 Record the date of the "Eddy Current Inspection: Area E Only" in the propeller logbook.

(b) Within 30 days of the initial inspection date recorded in step 1.E.(1)(a)1, and at repetitive intervals not to exceed 90 days, perform the "Eddy Current Inspection: Areas A, B, C, D" in accordance with the Accomplishment Instructions in this Alert Service Bulletin.

1 Record the date of the "Eddy Current Inspection: Areas A, B, C, D" in the propeller logbook.

(c) Terminating Action

1 At next propeller overhaul or major disassembly, replace all five counterweight clamps in accordance with the Accomplishment Instructions in this Alert Service Bulletin.

NOTE: Overhaul periods are specified in Hartzell Propeller Inc. Service Letter HC-SL-61-61Y.

(2) If the affected propeller began operating at Pearce Air Force Base after October 02, 2017:

(a) Within 300 flight hours or nine calendar months from the initial date of operation at Pearce Air Force Base, whichever occurs first, perform the "Eddy Current Inspection: Area E Only" and the "Eddy Current Inspection: Areas A, B, C, D" in accordance with the Accomplishment Instructions in this Alert Service Bulletin.

1 Record the date of the "Eddy Current Inspection: Area E Only" and "Eddy Current Inspection: Areas A, B, C, D" in the propeller logbook.

(b) Within 30 days of the initial inspection date recorded in step 1.E.(2)(a)1, and at repetitive intervals not to exceed 30 days, perform the "Eddy Current Inspection: Area E Only" in accordance with the Accomplishment Instructions in this Alert Service Bulletin.

1 Record the date of the "Eddy Current Inspection: Area E Only" in the propeller logbook.

(c) Within 90 days of the initial inspection date recorded in step 1.E.(2)(a)1, and at repetitive intervals not to exceed 90 days, perform the "Eddy Current Inspection: Areas A, B, C, D" in accordance with the Accomplishment Instructions in this Alert Service Bulletin.

1 Record the date of the "Eddy Current Inspection: Areas A, B, C, D" in the propeller logbook.

(d) Terminating Action

1 At next propeller overhaul or major disassembly, replace all five counterweight clamps in accordance with the Accomplishment Instructions in this Alert Service Bulletin.

NOTE: Overhaul periods are specified in Hartzell Propeller Inc. Service Letter HC-SL-61-61Y.

F. Approval

(1) FAA acceptance has been obtained on technical data in this publication that affects type design.

G. Manpower

Procedure	Man-hours
Eddy Current Inspection: Area E Only	2 hours
Eddy Current Inspection: Areas A, B, C, D	4 hours
Counterweight Clamp Replacement	4 hours per clamp

H. Weight and Balance

(1) Not changed

I. Electrical Load Data

(1) Not changed

CAUTION: DO NOT USE OBSOLETE OR OUTDATED INFORMATION. PERFORM ALL INSPECTIONS OR WORK IN ACCORDANCE WITH THE MOST RECENT REVISION OF A DOCUMENT.

J. References

(1) Hartzell Propeller Inc. Composite Propeller Blade Maintenance Manual 135F (61-13-35)

(2) Hartzell Propeller Inc. Propeller Owner's Manual 147 (61-00-47).

(3) Hartzell Propeller Inc. Five Blade Lightweight Turbine Propeller Overhaul Manual 157 (61-10-57)

(4) Hartzell Propeller Inc. Illustrated Tool and Equipment Manual 165A (61-00-65)

(5) Hartzell Propeller Inc. Standard Practices Manual 202A (61-01-02) - (Volume 7, Consumable Materials and Packaging and Storage is available on the Hartzell Propeller Inc. website at www.hartzellprop.com)

K. Other Publications Affected

(1) Hartzell Propeller Inc. Composite Propeller Blade Maintenance Manual 135F (61-13-35)

2. Material Information

A. Counterweight Clamp and Mounting Hardware

CAUTION: INSTRUCTIONS AND PROCEDURES IN THIS SERVICE BULLETIN MAY INVOLVE PROPELLER CRITICAL PARTS. REFER TO THE APPLICABLE PROPELLER OVERHAUL OR OWNER'S MANUAL FOR INFORMATION ABOUT PROPELLER CRITICAL PARTS.

Part Number	Description	Qty
B-3834-0632	Washer	AR
B-3828-6	Nut, Hex, Self-Locking, Flanged	AR
B-3822-36P	Screw, 3/8-24, Cap	AR
E-7486	PCP: Clamp, Counterweight	AR

B. Special Tooling

TE Number	Description
TE133 or TE134	Eddy Current Test Instrument (Refer to Hartzell Propeller Inc. Standard Practices Manual 202A (61-01-02) for details.
TE121	Test Specimen for Calibration
-	Pencil-type probe, shielded, 45° and/or 90°, 200-500 KHz, 0.125 inch maximum diameter
-	Pencil-type probe, shielded, 200-500 KHz, 2 mm maximum diameter
TE316	Unfeathering Tool
-	Torque wrench
-	7/16" twelve point crows foot adapter
-	5/16" hex bit socket
-	Flashlight

NOTE: All TE numbers in this Service Bulletin refer to Hartzell Propeller Inc. Tool and Equipment Manual 165A (61-00-65).

C. Consumable Materials

CM Number	Description	Qty
CM23	Stoddard solvent	AR

NOTE: All CM numbers in this Alert Service Bulletin refer to the Consumable Materials and Packaging and Storage chapter of Hartzell Standard Practices Manual 202A (61-01-02).

3. Accomplishment Instructions

CAUTION: INSTRUCTIONS AND PROCEDURES IN THIS ALERT SERVICE BULLETIN MAY INVOLVE PROPELLER CRITICAL PARTS. REFER TO THE APPLICABLE PROPELLER OVERHAUL OR OWNER'S MANUAL FOR INFORMATION ABOUT PROPELLER CRITICAL PARTS.

A. Eddy Current Inspection: Area E Only

(1) The following procedure must be performed by personnel that are qualified and certified based on the requirements of the American Society for Nondestructive Testing, Inc. Recommended Practice No. SNT-TC-1A, National Aerospace Standard NAS 410 (replaces MIL-STD-410E), Air Transport Association ATA 105, or equivalent international standard such as ISO 9712.

CAUTION: DO NOT LOOSEN OR REMOVE THE COUNTERWEIGHT CLAMP BOLTS WHEN PERFORMING THE EDDY CURRENT INSPECTION OF AREA E ONLY. INSTALLATION OF THE COUNTERWEIGHT CLAMP BOLTS MUST BE PERFORMED BY A CERTIFIED PROPELLER REPAIR STATION WITH THE APPROPRIATE RATING.

(2) Remove the spinner dome in accordance with Hartzell Propeller Inc. Owner's Manual 147 (61-00-47).

(a) The spinner dome fasteners can be reused.

(3) Move the propeller blades to low pitch.

CAUTION: DO NOT USE BLADE PADDLES TO TURN BLADES.

(a) Install the unfeathering tool TE316 or equivalent.

1 Turn the threaded rod of the unfeathering tool TE316 onto the end of the pitch change rod as far as possible.

WARNING: TIGHTEN THE THREADED ROD UNTIL IT IS SNUG. THE FEATHERING SPRING IS PRELOADED WITH APPROXIMATELY 600 LBS. (271.8 KG) OF FORCE. FAILURE TO TIGHTEN THE THREADED ROD ONTO THE PITCH CHANGE ROD CAN CAUSE THE FEATHERING SPRING TO RELEASE WHEN MOVING THE BLADES BACK TO FEATHER. THIS CAN CAUSE PROPELLER DAMAGE, SERIOUS INJURY AND/OR DEATH.

a Tighten the threaded rod until it is snug.

2 Put the cylindrical part of the unfeathering tool TE316 over the threaded rod and put it on top of the cylinder.

a Put the notch in the bottom of the unfeathering tool TE316 over the stop plate on the top of the cylinder.

3 Install the 1-1/2 inch nut onto the threaded rod of the unfeathering tool TE316.

a Turn the 1-1/2 inch nut until it touches the thrust bearing.

b Continue turning the nut until the blades move to an angle that will permit access to the counterweight clamp hardware on the trailing edge of the blade.

(4) Calibrate the eddy current inspection instrument in accordance with the following steps:

NOTE 1: Anodize removal is not necessary for eddy current inspection.

NOTE 2: Perform the eddy current inspection in accordance with the Eddy Current Inspection chapter of Hartzell Propeller Inc. Standard Practices manual 202A (61-01-02).

(a) A shielded, 200-500 KHz, pencil-type probe, 2 mm maximum diameter is required to inspect Area E.

(b) Use the test specimen TE121 or equivalent for calibration.

1 The test specimen TE121 is a 1 inch x 4 inch (25 mm x 101 mm) aluminum block, 0.350 inch (8.89 mm) thick with reference notches that are 0.008 inch (0.20 mm), 0.020 inch (0.50 mm), and 0.040 inch (1.01 mm) deep and 0.003 inch (0.07 mm) and 0.005 inch (0.12 mm) wide.

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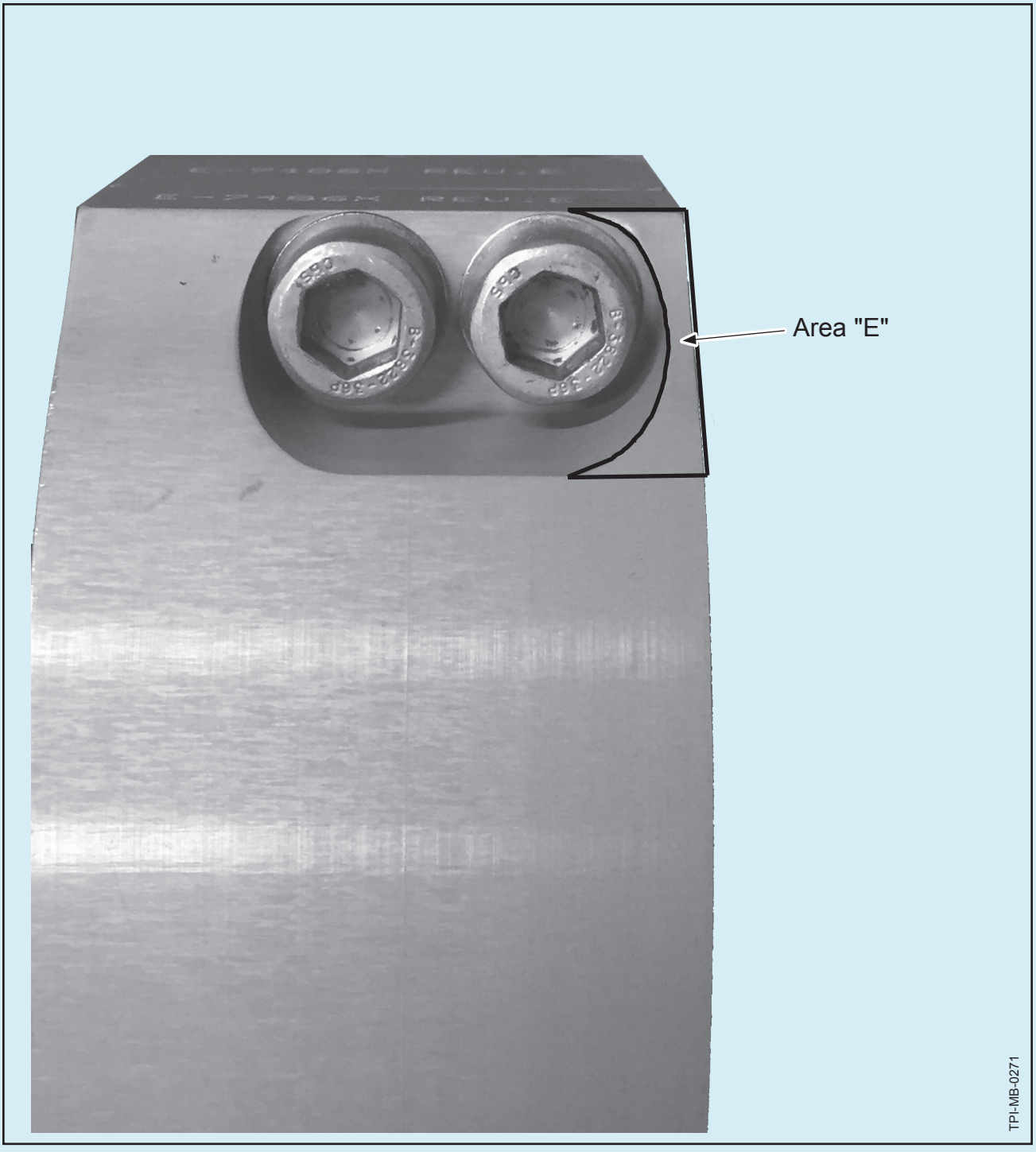
Propeller - Counterweight Clamp Inspection



Eddy Current Inspection: Area E Only
Figure 1

(c) Hold the probe firmly on the test specimen TE121 or equivalent with the coil perpendicular to the surface.

1 Slide the probe across the 0.008 inch (0.20 mm) reference notch and make a record of the meter deflection.

(d) Obtain a 50% amplitude signal.

(e) A signal readout that is equal to, or greater than 3 times the readout from surface noise is desired.

(5) Using the appropriate probe, perform an eddy current inspection of Area E of the counterweight clamp (refer to Figure 1) in accordance with the Eddy Current Inspection chapter of Hartzell Propeller Inc. Standard Practices Manual 202A (61-01-02).

(a) If there is any indication exceeding a ratio of 3:1 signal amplitude to noise amplitude in these areas, replace all five counterweight clamps in accordance with the Accomplishment Instructions in this Alert Service Bulletin before further flight.

CAUTION: DO NOT USE BLADE PADDLES TO TURN BLADES.

(6) Move the propeller blades to feather position.

WARNING: MAKE SURE THE THREADED ROD OF THE UNFEATHERING TOOL TE316 DOES NOT ROTATE WHEN LOOSENING THE 1-1/2 INCH NUT. THE FEATHERING SPRING IS PRELOADED WITH APPROXIMATELY 600 LBS. OF FORCE. IF THE THREADED ROD OF THE UNFEATHERING TOOL ROTATES, THE SPRING CAN RELEASE, CAUSING THE 1-1/2 INCH NUT TO BECOME A DANGEROUS PROJECTILE. THIS CAN CAUSE PROPELLER DAMAGE OR SERIOUS INJURY.

(a) Loosen the 1-1/2 inch nut of the unfeathering tool TE316 until the blades move to feather position.

(b) Remove the threaded rod and the cylindrical part of the unfeathering tool TE316.

(7) Install the spinner dome in accordance with Hartzell Propeller Inc. Owner's Manual 147 (61-00-47).

(8) Report any findings from this inspection to the Product Support Department at Hartzell Propeller Inc.

(9) Make an entry in the propeller logbook indicating that the "Eddy Current Inspection: Area E Only", was completed in accordance with this Alert Service Bulletin.

B. Eddy Current Inspection: Areas A, B, C, D

(1) The following procedure must be performed by a certified propeller repair station with the appropriate rating.

(2) Remove the spinner dome in accordance with Hartzell Propeller Inc. Owner's Manual 147 (61-00-47).

(a) The spinner dome fasteners can be reused.

(3) Move the propeller blades to low pitch.

CAUTION: DO NOT USE BLADE PADDLES TO TURN BLADES.

(a) Install the unfeathering tool TE316 or equivalent.

1 Turn the threaded rod of the unfeathering tool TE316 onto the end of the pitch change rod as far as possible.

WARNING: TIGHTEN THE THREADED ROD UNTIL IT IS SNUG. THE FEATHERING SPRING IS PRELOADED WITH APPROXIMATELY 600 LBS. (271.8 KG) OF FORCE. FAILURE TO TIGHTEN THE THREADED ROD ONTO THE PITCH CHANGE ROD CAN CAUSE THE FEATHERING SPRING TO RELEASE WHEN MOVING THE BLADES BACK TO FEATHER. THIS CAN CAUSE PROPELLER DAMAGE, SERIOUS INJURY AND/OR DEATH.

a Tighten the threaded rod until it is snug.

2 Put the cylindrical part of the unfeathering tool TE316 over the threaded rod and put it on top of the cylinder.

a Put the notch in the bottom of the unfeathering tool TE316 over the stop plate on the top of the cylinder.

3 Install the 1-1/2 inch nut onto the threaded rod of the unfeathering tool TE316.

a Turn the 1-1/2 inch nut until it touches the thrust bearing.

b Continue turning the nut until the blades move to an angle that will permit access to the counterweight clamp hardware on the trailing edge of the blade.

(4) Calibrate the eddy current inspection instrument in accordance with the following steps:

NOTE 1: Anodize removal is not necessary for eddy current inspection.

NOTE 2: Perform the eddy current inspection in accordance with the Eddy Current Inspection chapter of Hartzell Propeller Inc. Standard Practices manual 202A (61-01-02).

(a) A shielded 45° and/or 90°, 200-500 KHz, pencil-type probe, 0.125 inch (3.17 mm) maximum diameter is required to inspect Areas A, B, C, and D.

(b) Use the test specimen TE121 or equivalent for calibration.

1 The test specimen TE121 is a 1 inch x 4 inch (25 mm x 101 mm) aluminum block, 0.350 inch (8.89 mm) thick with reference notches that are 0.008 inch (0.20 mm), 0.020 inch (0.50 mm), and 0.040 inch (1.01 mm) deep and 0.003 inch (0.07 mm) and 0.005 inch (0.12 mm) wide.

(c) Hold the probe firmly on the test specimen TE121 or equivalent with the coil perpendicular to the surface.

1 Slide the probe across the 0.008 inch (0.20 mm) reference notch and make a record of the meter deflection.

(d) Obtain a 50% amplitude signal.

(e) A signal readout that is equal to, or greater than 3 times the readout from surface noise is desired.

CAUTION: THE COUNTERWEIGHT CLAMP SCREWS MUST BE REMOVED, REINSTALLED, AND TORQUED ONE AT A TIME AND IN SEQUENCE TO PREVENT DAMAGE TO THE COUNTERWEIGHT CLAMP. REFER TO FIGURE 4 FOR THE PROPER SEQUENCE.

(5) Remove one counterweight clamp screw in accordance with the sequence shown in Figure 2.

(a) Using Stoddard solvent CM23 or equivalent, clean the screw and the counterweight clamp.

(b) Inspect the screw, nut, and washers for corrosion and damage.

1 Replace any damaged or corroded hardware. Refer to the Material Information section in this Alert Service Bulletin for part number information.

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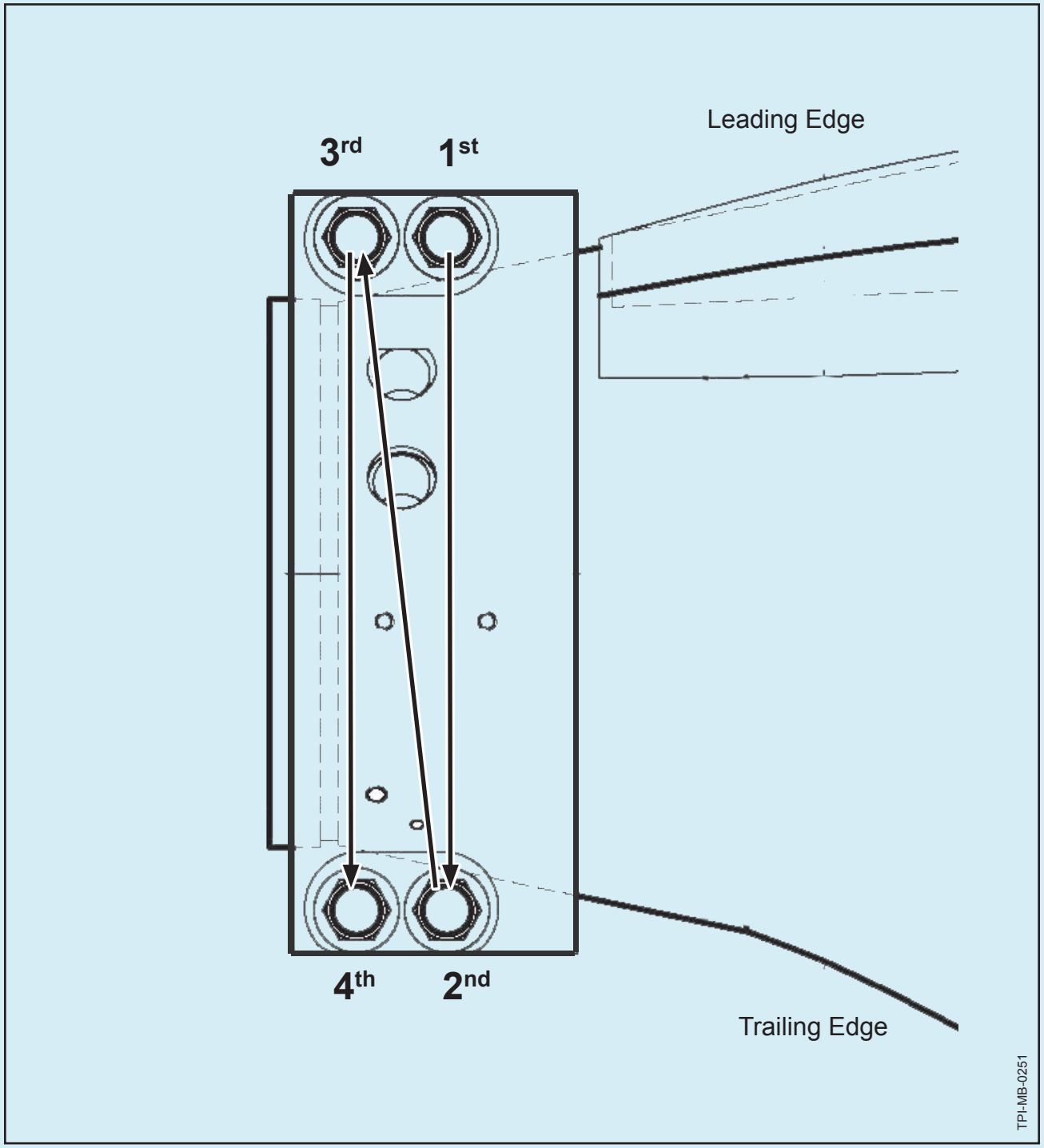
Propeller - Counterweight Clamp Inspection



Counterweight Clamp Nut Removal/Torque Sequence
Figure 2

ALERT SERVICE BULLETIN

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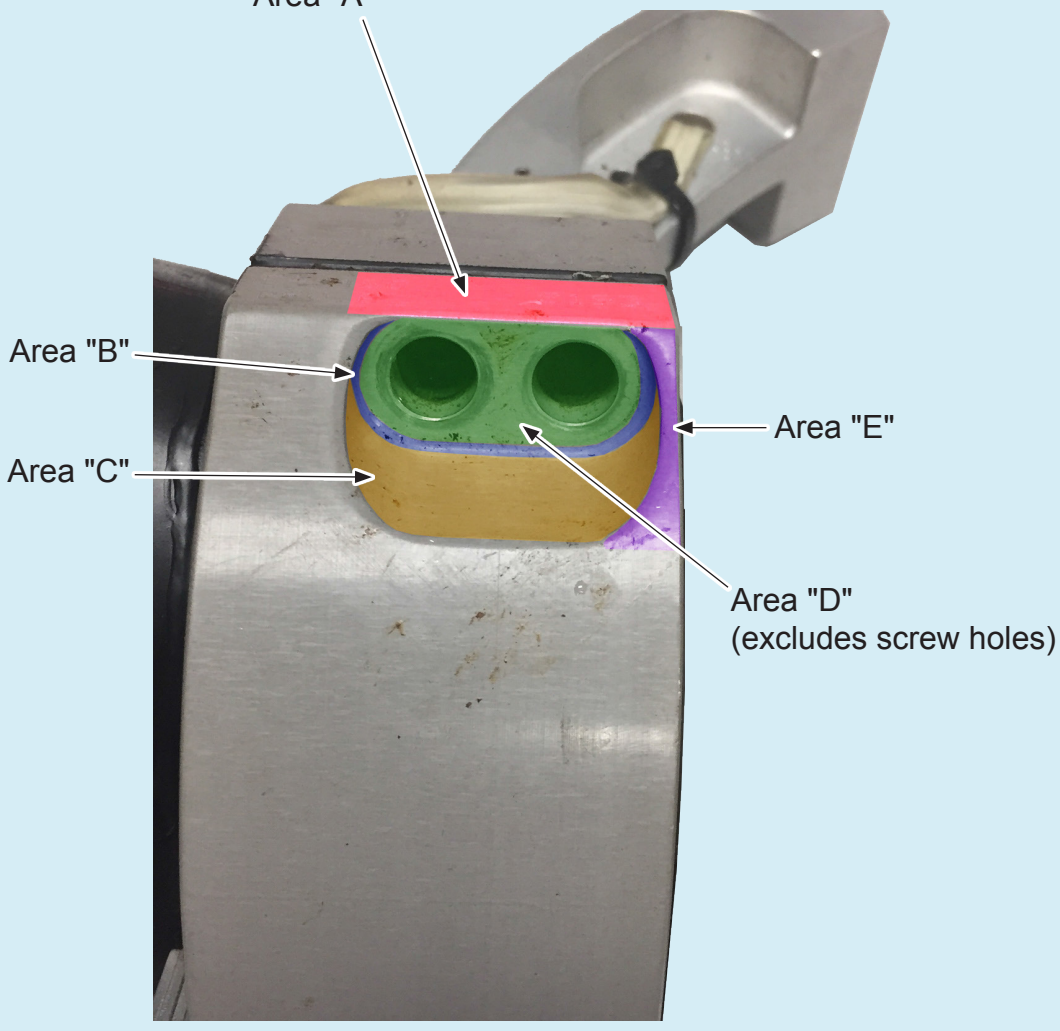
Propeller - Counterweight Clamp Inspection



Eddy Current Inspection: Areas A, B, C, D
Figure 3

(6) Using the appropriate probe, perform an eddy current inspection of Areas A, B, C, and D of the counterweight clamp (refer to Figure 3) in accordance with the Eddy Current Inspection chapter of Hartzell Propeller Inc. Standard Practices Manual 202A (61-01-02).

(a) If there is any indication exceeding a ratio of 3:1 signal amplitude to noise amplitude in these areas, replace all five counterweight clamps in accordance with the Accomplishment Instructions in this Alert Service Bulletin before further flight.

(7) Reinstall the counterweight clamp screw, washers, and nut removed in step 3.B.(5) in accordance with the following steps:

(a) Turn the nut onto the screw by hand until it reaches the locking mechanism.

NOTE: The locking mechanism will prevent the nut from threading onto the screw by hand.

(b) Using a torque wrench set to 9 Ft-Lbs. (12 N•m), turn the nut onto the screw approximately three threads after engaging the locking mechanism.

1 If the nut turns onto the screw without the torque wrench clicking, set the torque wrench to 15 Ft-Lbs (20 N•m) and torque the screw.

2 If the torque wrench clicks, indicating 9 Ft-Lbs (12 N•m) of resistance, continue turning the nut until the nut touches the counterweight clamp, then perform the following steps:

a Remove the nut.

b Remove any debris from the threads of the screw and the nut.

c Re-install the nut, then repeat step 3.B.(7)(a) and 3.B.(7)(b).

(1) If the prevailing torque exceeds 9 Ft-Lbs. (12 N•m) a second time, replace the applicable nut and/or screw.

(8) Using the sequence shown in Figure 2, repeat steps 3.B.(5) through 3.B.(7)(b) for the remaining counterweight clamp screws.

(9) After all counterweight clamp nuts have been torqued to 15 Ft-Lbs (20 N•m), use the same sequence shown in Figure 2 to torque each counterweight nut to 20 Ft-Lbs (27 N•m).

(a) After all counterweight clamp nuts have been torqued to 20 Ft-Lbs (27 N•m), use the same sequence shown in Figure 2 to re-torque each counterweight nut at 20 Ft-Lbs (27 N•m) until none of the nuts rotate.

(10) Visually examine Area "C" and Area "E" of the counterweight clamp (refer to Figure 3) for damage that may have occurred during hardware installation.

(a) If there is damage that has compromised the anodize coating, clean the damaged area using Stoddard solvent CM23 or equivalent, then apply Ardrox AV 30 to the damaged area in accordance with the manufacturer's instructions.

CAUTION: DO NOT USE BLADE PADDLES TO TURN BLADES.

(11) Move the propeller blades to feather position.

WARNING: MAKE SURE THE THREADED ROD OF THE UNFEATHERING TOOL TE316 DOES NOT ROTATE WHEN LOOSENING THE 1-1/2 INCH NUT. THE FEATHERING SPRING IS PRELOADED WITH APPROXIMATELY 600 LBS. OF FORCE. IF THE THREADED ROD OF THE UNFEATHERING TOOL ROTATES, THE SPRING CAN RELEASE, CAUSING THE 1-1/2 INCH NUT TO BECOME A DANGEROUS PROJECTILE. THIS CAN CAUSE PROPELLER DAMAGE OR SERIOUS INJURY.

(a) Loosen the 1-1/2 inch nut of the unfeathering tool TE316 until the blades move to feather position.

(b) Remove the threaded rod and the cylindrical part of the unfeathering tool TE316.

(12) Install the spinner dome in accordance with Hartzell Propeller Inc. Owner's Manual 147 (61-00-47).

(13) Report any findings from this inspection to the Product Support Department at Hartzell Propeller Inc.

(14) Make an entry in the propeller logbook indicating that the eddy current inspection was completed in accordance with this Alert Service Bulletin.

C. Counterweight Clamp Replacement

(1) Remove the propeller in accordance with Hartzell Propeller Inc. Owner's Manual 147 (61-00-47).

(2) Counterweight clamp replacement must be performed by a certified propeller repair station with the appropriate rating.

(a) Remove all five unpainted counterweight clamps in accordance with Hartzell Propeller Inc. Composite Propeller Blade Maintenance Manual 135F (61-13-35).

1 Retire all five of the unpainted counterweight clamps in accordance with Hartzell Propeller Standard Practices Manual 202A (61-01-02).

(b) Install five new, painted counterweight clamps (manufactured by Hartzell Propeller Inc. on or after 09/25/17) in accordance with Hartzell Propeller Inc. Composite Propeller Blade Maintenance Manual 135F (61-13-35) , Revision 30 or later.

(3) Make an entry in the propeller logbook indicating that the counterweight clamps were replaced as terminating action for this Alert Service Bulletin.

D. Recommended Service Facilities

(1) Hartzell Propeller Inc. has a worldwide network of Recommended Service Facilities for overhaul and repair of our products.

(2) Each service facility must meet standard FAA requirements and additional Hartzell Propeller requirements before being recommended by Hartzell Propeller Inc. Each service facility is audited by Hartzell Propeller Inc. to verify the continuation of the standards.

(3) Hartzell Propeller Inc. recommends that you use one of these service facilities when having your propeller overhauled or repaired.

(4) For a current list of Hartzell Propeller Inc. Recommended Service Facilities, contact Hartzell Propeller Inc. Product Support or refer to the Hartzell Propeller Inc. website at www.hartzellprop.com.

E. Contact Information

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