

**HARTZELL PROPELLER INC.**  
**ALERT SERVICE BULLETIN**  
**TRANSMITTAL SHEET**  
**HC-ASB-61-297**  
**Propeller - Hub Inspection**

August 27, 2012

This page transmits a revision to Alert Service Bulletin HC-ASB-61-297.

- Original Issue, dated Sep 17/07
- Revision 1, dated Nov 14/07
- Revision 2, dated Sep 10/09
- Revision 3, dated Aug 27/12

Propeller assemblies that have previously complied with the terminating action requirements in a previous version of this Service Bulletin are not affected.

Propeller assemblies that have not previously complied with the terminating action requirements in a previous version of this Service Bulletin are affected.

FAA approval has been obtained on technical data in this publication that affects type design.

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

This revision is issued to change the following in the Alert Service Bulletin:

- Adds an optional Terminating Action for conversion of hubs without an "A" or "B" serial number suffix
- Revises the document to latest caution and format requirements
- Revises the Compliance/Order Form in the document Appendix

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**Propeller - Hub Inspection**

1. Planning Information

A. Effectivity

- (1) Hartzell left-hand rotating ( )HC-( )(2,3)Y(K,R)-2 two and three blade, aluminum hub, "compact" series propellers installed on a Lycoming 360 series engine on a Piper Seneca PA-34-200, a Piper Seminole PA-44-180, PA-44-180T, or a Beech 76, Duchess are affected by this Alert Service Bulletin. Propellers affected are limited to propellers having the propeller lubrication holes located on the shoulder of the hub blade socket.
- (a) A propeller with a suffix letter "A" or "B" at the end of the hub and propeller serial number or with a hub that has the lubrication hole located at the hub parting line are not affected by this Alert Service Bulletin. During 1983, the lubrication holes were relocated to the hub parting line. The location of the lubrication holes are shown in Figure 2.

NOTE 1: A propeller with no suffix letter after the serial number and the lubrication hole located at the hub parting line is affected by Hartzell Service Bulletin HC-SB-61-269 and AD 2009-22-03 (supersedes AD 2006-18-15).

NOTE 2: The parenthesis shown in the model designations throughout this Alert Service Bulletin indicate letter(s) and/or number(s) that may or may not be present because of different configurations permitted on the various aircraft installations. Definition of propeller model designations and further details of letters that may be present are shown in Figure 1.

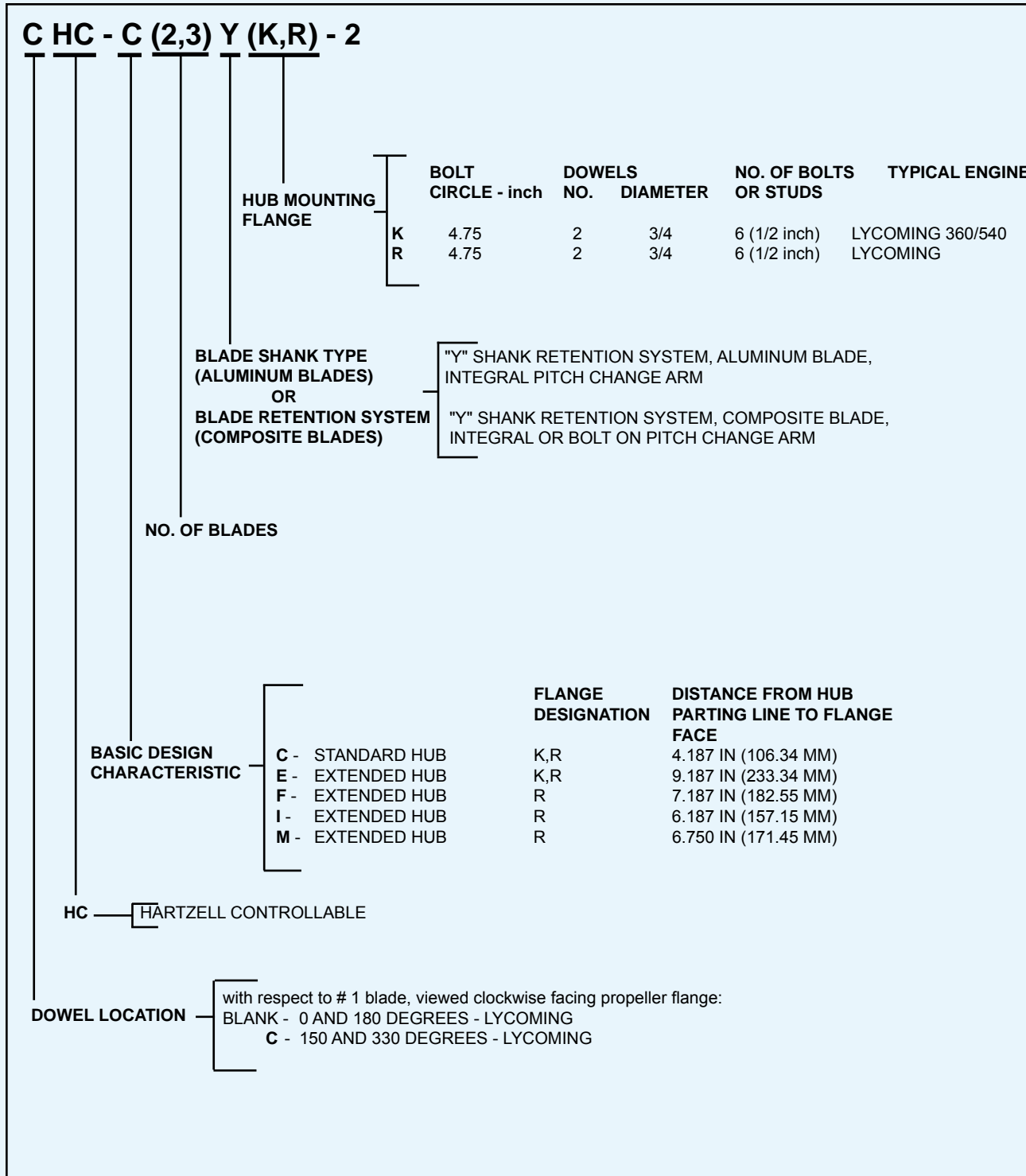
CAUTION: DO NOT USE OBSOLETE OR OUTDATED INFORMATION. PERFORM ALL INSPECTIONS OR WORK IN ACCORDANCE WITH THE MOST RECENT REVISION OF THIS ALERT SERVICE BULLETIN. INFORMATION CONTAINED IN THIS ALERT SERVICE BULLETIN MAY BE SIGNIFICANTLY CHANGED FROM EARLIER REVISIONS. FAILURE TO COMPLY WITH THIS ALERT SERVICE BULLETIN OR THE USE OF OBSOLETE INFORMATION MAY 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.

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### Propeller - Hub Inspection



Model Designations for Aluminum Hub, Reciprocating Engine Propellers

Figure 1

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B. Concurrent Requirements

- (1) A two-bladed propeller installed on these applications must also comply with the inspection requirements specified in Hartzell Service Bulletin HC-SB-61-269 and AD 2009-22-03 (supersedes AD 2006-18-15). Service Bulletin HC-SB-61-269 and AD 2009-22-03 (supersedes AD 2006-18-15) require an eddy current inspection of the fillet radii of the hub. This inspection is a separate inspection than the requirements in this Alert Service Bulletin.
- (2) Installation of a "B" serial number suffix hub requires spinner bulkhead modification or replacement in accordance with the Repair and Modification chapter of Hartzell Metal Spinner Maintenance Manual 127 (61-16-27).
  - (a) For applications using non-Hartzell spinner assemblies, contact the applicable Type Certificate holder for rework instructions.
- (3) 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 website at [www.hartzellprop.com](http://www.hartzellprop.com) for a cross-reference of service documents.

C. Reason

**WARNING:** UNUSUAL OR ABNORMAL GREASE LEAKAGE OR VIBRATION, WHERE THE CONDITION INITIATED SUDDENLY, CAN BE AN INDICATION OF A FAILING PROPELLER BLADE OR BLADE RETENTION COMPONENT. AN INFLIGHT BLADE SEPARATION MAY RESULT IN DEATH, SERIOUS BODILY INJURY, AND/OR SUBSTANTIAL PROPERTY DAMAGE. UNUSUAL OR ABNORMAL GREASE LEAKAGE OR VIBRATION DEMANDS IMMEDIATE INSPECTION FOR POSSIBLE CRACKED HUB (FOR FURTHER INFORMATION ON THIS SUBJECT SEE HARTZELL SERVICE LETTER HC-SL-61-165).

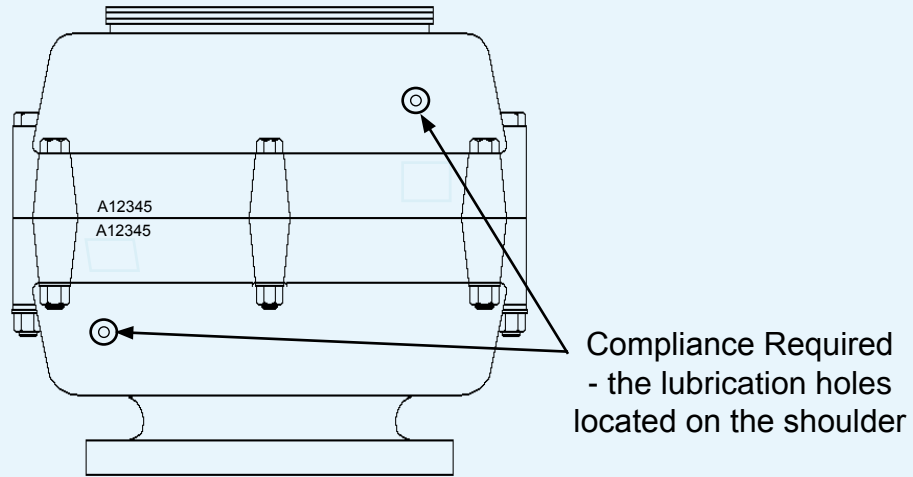
- (1) There was a blade separation event originating in the lubrication hole located on the shoulder of the hub blade socket installed in a "left-hand" rotating propeller.
- (2) This Alert Service Bulletin introduces an initial and repetitive eddy current inspection of the area around the lubrication holes on "left-hand" rotating propellers installed on certain aircraft models.

**NOTE:** For the aircraft models affected, the "left-hand" rotating propellers are installed on the right side of the aircraft when viewed from the pilot's seat.

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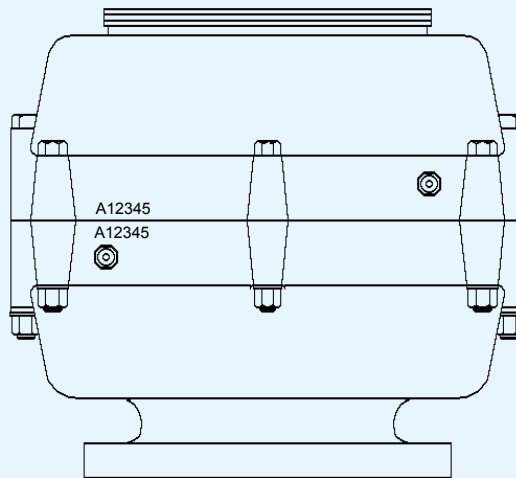
Propeller - Hub Inspection



**Location of lubrication fittings before 1983**

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Compliance Not Required - the lubrication holes located at hub parting line



**Location of lubrication fittings after 1983**

**Hub Identification  
Figure 2**

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- (3) There have been numerous occurrences of hub cracks initiating from the lubrication holes on "left-hand" rotating propellers, including incidents of in-flight blade separation in Hartzell two blade "compact" series aluminum hub propellers. The lubrication holes on the "left-hand" rotating propeller experience additional stresses not experienced in the lubrication holes on the "right-hand" rotating propeller.
- (4) Hub cracks have been discovered during an inspection following a report of abnormal vibration or grease leakage. Such a crack may typically initiate in the area around the lubrication holes. As a crack propagates across the blade socket, the progression accelerates and may result in separation of one blade from the propeller and may further progress to separation of the propeller or engine from the aircraft.
- (5) Airworthiness Directive 2008-13-28 was issued to address this subject.

### D. Description

- (1) This document provides Instructions for Continued Airworthiness (ICA).
- (2) This Alert Service Bulletin provides requirements for an initial and repetitive eddy current inspection of the area around the lubrication hole when the lubrication hole is located on the shoulder of the blade socket. See Figure 2.
- (3) This Alert Service Bulletin provides information for replacement of an affected hub with an "A" or "B" suffix hub as an optional terminating action for the inspection requirements of this Alert Service Bulletin, AD 2008-13-28, Hartzell Service Bulletin HC-SB-61-269 and FAA AD 2009-22-03 (supersedes AD 2006-18-15) for the eddy current inspection of the fillet radii for two-bladed propellers.

NOTE: A hub with an "A" or "B" suffix serial number has the lubrication hole located near the hub parting line.

- (4) Revision 3 of this Alert Service Bulletin introduces the optional terminating action for hubs without an "A" or "B" suffix serial number to convert to the oil-filled configuration.

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### Propeller - Hub Inspection

E. Compliance

- (1) Perform the eddy current inspection described in this Alert Service Bulletin within 50 hours or 12 calendar months, whichever occurs first, from September 17, 2007, the effective date of this Alert Service Bulletin.
- (2) After initial inspection, perform the eddy current inspection described in this Alert Service Bulletin at repetitive intervals not to exceed 50 hours of operation or 12 calendar months, whichever occurs first.
  - (a) Refer to Hartzell Service Bulletin HC-SB-61-269 and FAA AD 2009-22-03 (supersedes AD 2006-18-15) for the eddy current inspection of the fillet radii for two-bladed propellers.

CAUTION 1: A HUB WITH THE LUBRICATION HOLES ON THE SHOULDER OF THE HUB BLADE SOCKET CAN NOT BE INSTALLED AS TERMINATING ACTION FOR THIS ALERT SERVICE BULLETIN.

CAUTION 2: A HUB WITHOUT A SUFFIX LETTER OR WITH AN "E" SUFFIX LETTER IN THE SERIAL NUMBER THAT IS REMOVED FROM AIRCRAFT APPLICATIONS AFFECTED BY THIS ALERT SERVICE BULLETIN IS NOT TO BE REUSED. THE HUB MUST BE RETIRED FROM SERVICE.

(3) Optional Terminating Action

- (a) Replacement of the affected hub with a hub with an "A" or "B" suffix serial number is an optional terminating action for this Alert Service Bulletin.

NOTE: Installation of an "A" or "B" suffix serial number hub is also terminating action for the repetitive eddy current inspection required in accordance with Hartzell Service Bulletin HC-SB-61-269 and FAA AD 2009-22-03 (supersedes AD 2006-18-15) for two-bladed propellers.

- 1 "B" suffix serial number hubs are the current design and may have a different part number. They will be identified by suffix letter "B" at the end of the propeller serial number. Refer to the Material Information section of this Alert Service Bulletin, for part number information.



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### Propeller - Hub Inspection

- (b) Modification of the propeller hub to the oil-filled configuration in accordance with Hartzell Service Letter HC-SL-61-273:
  - 1 Modification of the affected propeller to the oil-filled configuration, in accordance with Hartzell Service Letter HC-SL-61-273, is an optional terminating action for the inspection requirements specified in this Alert Service Bulletin.
  - 2 A propeller that has been modified to the oil-filled configuration in accordance with this Alert Service Bulletin and Hartzell Service Letter HC-SL-61-273 must not be installed on any other application, including experimental.

#### F. Approval

- (1) This Alert Service Bulletin is approved by the Manager, FAA, Chicago Aircraft Certification Office, ACE 115C, by approval document dated August 27, 2012, as an alternate method of compliance with Airworthiness Directive 2008-13-28 as follows:
  - (a) This Alert Service Bulletin is an alternate method of compliance for AD 2008-13-28 paragraphs (g) through (o).
  - (b) This revision to the Alert Service Bulletin includes an additional alternate method of compliance for AD 2008-13-28 paragraph (n), Optional Terminating Action.

#### G. Manpower

- (1) Eddy current inspection on-wing

Eddy Current Inspection	0.5 man-hour
Spinner dome removal and installation	<u>0.5 man-hour</u>
Total man-hours	1.0 man-hour
- (2) Propeller hub replacement:

Propeller Removal/Installation	2.0 man-hours
Propeller Hub Replacement	<u>6.0 man-hours</u>
Total man-hours	8.0 man-hours

NOTE: Hub replacement, when accomplished in conjunction with propeller overhaul, requires no additional labor.
- (3) Spinner bulkhead modification 3.0 man-hours  
(if required because of hub replacement)

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(4) Propeller hub modification:	
Propeller Removal/Installation	2.0 man-hours
Propeller Disassembly/Assembly	4.0 man-hours
Propeller Hub Modification	<u>2.0 man-hours</u>
Total man-hours	8.0 man-hours
If required, Teflon Removal/Installation	1.0 man-hours per blade

NOTE: Hub disassembly/assembly and Teflon® removal/installation do not require additional labor when accomplished in conjunction with propeller overhaul.

#### H. Weight and Balance

- (1) There is a 0.50 lb. increase in weight with installation of a two-blade hub with suffix letter "B" in the serial number.
- (2) There is a 0.80 lb. increase in weight with installation of a three-blade hub with suffix letter "B" in the serial number.
- (3) There is a 0.50 lb. (0.23 kg) increase in weight with hub modification to the oil-filled configuration for a two-blade propeller.
- (4) There is a 1.0 lb (0.45 kg) increase in weight with hub modification to the oil-filled configuration for a three-blade propeller.

#### 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 ALL DOCUMENTS.

#### J. References

- (1) Hartzell Service Bulletin HC-SB-61-269
- (2) Hartzell Standard Practices Manual 202A (61-01-02)
- (3) Hartzell Compact and Lightweight Compact Non-Feathering (-1) and Aerobatic (-4) Propeller Overhaul and Maintenance Manual 113B (61-10-13)
- (4) Hartzell Propeller Owner's Manual 115N (61-00-15)5
- (5) Hartzell Compact Constant Speed and Feathering Propeller Overhaul and Maintenance Manual 117D (61-10-17)
- (6) Hartzell Metal Spinner Maintenance Manual 127 (61-16-27)

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- (7) Hartzell Propeller Owner's Manual 145 (61-00-45)
- (8) Hartzell Service Letter HC-SL-61-273
- (9) Airworthiness Directive 2006-18-15
- (10) Airworthiness Directive 2008-13-28
- (11) Airworthiness Directive 2009-22-03

**K. Other Publications Affected**

- (1) Hartzell Standard Practices Manual 202A (61-01-02)

**2. Material Information**

**A. Parts Required**

- (1) If a hub must be replaced, see the hub replacement information below.

<u>Previous Hub Part Number</u>	<u>Keyword</u>	<u>Replacement Hub Part Number</u>
D-2201-2	Hub Unit	D-6522-1
D-4214-5	Hub Unit	D-6558-2
D-3251-2	Hub Unit	E-7172-11

- (2) Refer to Hartzell Metal Spinner Maintenance Manual 127 (61-16-27) for replacement spinner bulkhead part numbers and/or modification procedures.

**B. Special Tooling**

- (1) An Eddy Current Instrument is required. Refer to the Eddy Current Inspection chapter of Hartzell Standard Practices Manual 202A (61-01-02) for details.

**C. Material Necessary for Propeller Modification to the oil-filled configuration:**

- (1) Refer to Hartzell Service Letter HC-SL-61-273 for a complete list of requirements.

**3. Accomplishment Instructions**

**A. Hub Inspection**

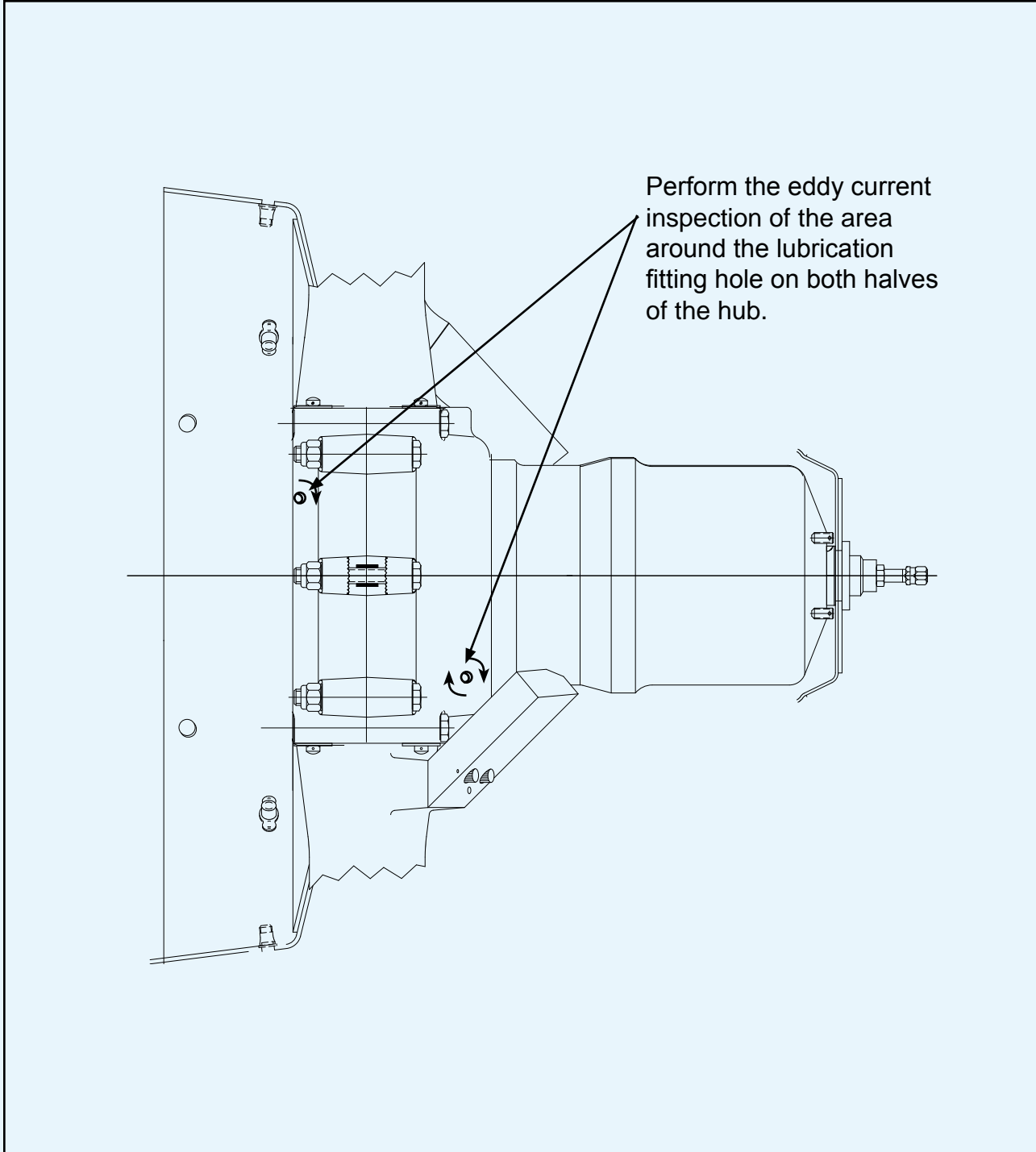
- (1) Inspection of the area around the lubrication hole on the propeller hub may be performed "on-wing" without removing the propeller from the engine.
- (2) This inspection must be accomplished by qualified personnel at an appropriately licensed propeller repair facility or certificated personnel with an eddy current qualification in accordance with the Eddy Current Inspection chapter of Hartzell Standard Practices Manual 202A (61-01-02).

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Lubrication Hole Inspection

Figure 3

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(3) On-Wing Inspection Procedure:

- (a) Remove the spinner dome in accordance with the appropriate Hartzell owner's manual.

NOTE: Removal of the lubrication fitting is not required to perform the eddy current inspection.

- (b) Before any cleaning, visually inspect for a cracked hub in the area around the lubrication hole (a cracked hub can have traces of grease coming from a crack making the crack more visible).
- (c) Clean the surface of the hub to remove oil, grease, or other contaminants that may interfere with the efficiency of the eddy current inspection.

NOTE: Paint removal is not required for eddy current inspection.

- (d) Perform the Aluminum Hub Lubrication Fitting Hole Inspection specified in Volume 2 of Hartzell Standard Practices Manual 202A (61-01-02). Refer to Figure 3.

- (4) If a crack indication is found, hub replacement is required before further flight. Report any findings of a cracked hub to the Hartzell Propeller Product Support Department.

- (5) If no crack indications are found,

- (a) If not previously stamped, permanently identify the hub to indicate a repetitive eddy current inspection is required. The letter "E" indicates a repetitive eddy current inspection is required in accordance with this Alert Service Bulletin.

NOTE: A propeller hub from a two blade propeller affected by this Alert Service Bulletin is also required to comply with Hartzell Service Bulletin HC-SB-61-269 and AD 2009-22-03 (supersedes AD 2006-18-15).

- <sup>1</sup> Use a metal impression stamp (0.125 inch [3.175 mm]), round bottom characters to stamp the letter "E" at the end of the propeller serial number. For example, propeller serial number DN1234 would be changed to DN1234E. This change is to be noted in the propeller logbook so that it provides further indication that this Alert Service Bulletin is applicable.

- (6) Reinstall the spinner dome in accordance with the applicable Hartzell owner's manual.

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- (7) Make an entry in the propeller logbook indicating compliance with the On-Wing Inspection Procedure section of this Alert Service Bulletin and note the time for the next inspection.

**B. Hub Inspection at Propeller Major Disassembly**

**NOTE:** Propeller major disassembly is defined as any repair that requires the hub halves to be separated.

- (1) If the propeller hub halves have been separated, perform the Aluminum Hub Lubrication Fitting Hole Inspection specified in Volume 2 of Hartzell Standard Practices Manual 202A (61-01-02) on both the hub internal and external surfaces around the lubrication holes.

**C. Optional Hub Replacement**

- (1) Hub replacement must be performed by qualified personnel at an appropriately licensed propeller repair facility. Replacement of the existing hub with a hub identified by an "A" or "B" suffix letter in the propeller serial number is terminating action for this Alert Service Bulletin.

**NOTE:** Installation of an "A" or "B" suffix serial number hub is also terminating action for the repetitive eddy current inspection required in accordance with Hartzell Service Bulletin HC-SB-61-269 and FAA Airworthiness Directive 2006-18-15 for two-bladed propellers.

- (2) A hub without a suffix letter or with an "E" suffix letter in the serial number that is removed from aircraft applications affected by this Alert Service Bulletin [as defined in Effectivity, paragraph 1.A.(1)] is not to be reused on another aircraft. A hub removed from an affected aircraft must be retired. Refer to the Part Retirement Procedures in Hartzell Standard Practices Manual 202A (61-01-02).
- (3) Refer to the Repair/Modification chapter of Hartzell Metal Spinner Maintenance Manual 127 (61-16-27) for spinner bulkhead modification or replacement part numbers.
- (4) Make an entry in the propeller logbook indicating compliance with the Hub Replacement section of this Alert Service Bulletin with a notation that the replacement hub provides terminating action for the inspection requirements of this Alert Service Bulletin, AD 2008-13-28, Hartzell Service Bulletin HC-SB-61-269, and AD 2009-22-03 (supersedes AD 2006-18-15) for two-bladed propellers.

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C. Optional Propeller Modification to the Oil-filled Configuration

**WARNING:** MODIFICATION TO THE OIL-FILLED CONFIGURATION IS ONLY APPROVED FOR PROPELLERS AFFECTED BY THIS ALERT SERVICE BULLETIN INSTALLED ON A LYCOMING 360 SERIES ENGINE.

- (1) Affected propeller models without an "A" or "B" suffix serial number may be modified to the oil-filled configuration as terminating action for this Alert Service Bulletin.
  - (a) Modification of the propeller hub to the oil-filled configuration must be performed by qualified personnel at an appropriately licensed propeller service facility.
  - (b) Modification of the propeller hub to the oil-filled configuration must be performed in accordance with Hartzell Service Letter HC-SL-61-273.
  - (c) A propeller modified to the oil-filled configuration, must not be restored to the grease lubricated configuration.
- (2) Make an entry in the propeller logbook indicating compliance with the Propeller Modification to the Oil-filled Configuration instructions as terminating action for this Alert Service Bulletin.

D. Recommended Service Facilities

- (1) Hartzell Propeller has a worldwide network of Recommended Service Facilities that are recommended by Hartzell Propeller 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. Each Recommended Service Facility is audited by Hartzell Propeller to verify the continuation of the standards.
- (3) Hartzell Propeller recommends that you use one of these service facilities when having your propeller overhauled or repaired.
- (4) For a current list of Hartzell Propeller Recommended Service Facilities, contact Hartzell Product Support or refer to the Hartzell Propeller website at [www.hartzellprop.com](http://www.hartzellprop.com).

E. Contact Information

Hartzell Propeller Inc.  
Attn.: Hartzell Product Support  
One Propeller Place  
Piqua, Ohio 45356-2634 USA  
Phone: 937.778.4379 Fax: 937.778.4391  
E-mail: [techsupport@hartzellprop.com](mailto:techsupport@hartzellprop.com)

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**HARTZELL PROPELLER INC.**  
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**Propeller - Hub Inspection**

1. Eligibility

- A. Only Hartzell left-hand rotating ( )HC-( )(2,3)Y(K,R)-2 two and three blade, aluminum hub, "compact" series propellers installed on a Lycoming 360 series engine on a Piper Seneca PA-34-200, a Piper Seminole PA-44-180, PA-44-180T, or a Beech 76, Duchess are eligible for this replacement program.
- B. A propeller involved in an object strike that must be retired from service in accordance with Hartzell Standard Practices Manual 202A (61-01-02) is not eligible for this replacement program.

2. Recommended Service Facilities

- A. Hartzell Propeller has a worldwide network of Recommended Service Facilities that are recommended by Hartzell Propeller for overhaul and repair of our products.
- B. Each service facility must meet standard FAA requirements and additional Hartzell Propeller requirements before being recommended by Hartzell Propeller. Each service facility is audited by Hartzell Propeller to verify the continuation of the standards.
- C. Hartzell Propeller recommends that you use one of these service facilities when having your propeller overhauled or repaired.
- D. For a current list of Hartzell Propeller Recommended Service Facilities, contact Hartzell Product Support or refer to the Hartzell Propeller website at [www.hartzellprop.com](http://www.hartzellprop.com).

3. Special Pricing Program

- A. Hartzell will allow purchase of a "B" suffix serial number hub at a 50 percent discount off list price when the propeller is overhauled in accordance with the recommended overhaul intervals (calendar and operating hours) as specified in Hartzell Service Letter HC-SL-61-61Y.
  - (1) An affected propeller that has been overhauled previously in accordance with Hartzell Service Letter HC-SL-61-61Y is eligible for a specially priced hub until next recommended overhaul or September 30, 2013, whichever occurs first. To qualify, the following documentation must be submitted to Hartzell:

NOTE: This special pricing program expires at the next recommended overhaul interval in accordance with Hartzell Service Letter HC-SL-61-61Y or September 30, 2013, whichever occurs first.

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# ALERT SERVICE BULLETIN APPENDIX

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### Propeller - Hub Inspection

- (a) A copy of a maintenance release tag, an FAA Form 8130-3, an JAA Form 1, or a copy of the applicable log book pages. The forms or logbook pages must include date, TSN, and verify a previous propeller overhaul was performed in accordance with Hartzell Service Letter HC-SL-61-61Y.
- (b) A completed Alert Service Bulletin Compliance Form (located on page 7 of this Appendix) with the name of the facility performing the current propeller overhaul.
- (c) The facility overhauling the propeller assembly must retire the unserviceable hub from service in accordance with Hartzell Standard Practices Manual 202A (61-01-02).
- (d) Send the completed compliance form to Hartzell via mail, e-mail, or fax (preferred method) as indicated on the compliance form.
- (e) Upon receipt of the completed compliance form, Hartzell will enter an order for the replacement hub.

NOTE: Order for a replacement hub will not be entered until the completed compliance form, and required documentation, is received.

#### B. Replacement Hub Order Administration

- (1) Specially priced hubs when purchased as terminating action for Hartzell Alert Service Bulletin HC-ASB-61-297 and replaced concurrent with propeller overhaul, will be administered as follows:

NOTE: The following information is applicable only to those propeller hubs that meet the terms and conditions detailed under section 3.A. of this Appendix.

- (a) Complete the Compliance/Order Form.

NOTE: The Compliance/Order Form is also available in electronic format on the Hartzell Propeller website at [www.hartzellprop.com](http://www.hartzellprop.com).

- 1 E-mail, fax, or mail the completed Compliance/Order Form and required documentation, to Hartzell Propeller Product Support, as indicated on the Compliance/Order Form.

NOTE: An order for replacement hub(s) will not be entered until the completed Compliance/Order Form, and required documentation, is received.

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(b) Upon receipt of the completed Compliance/Order Form and required documentation, Hartzell Propeller Product Support will enter an order for replacement hub(s) as eligible.

C. Hartzell Contact Information

(1) Hartzell Propeller Inc.  
Product Support  
Attn.: Alert Service Bulletin 297  
One Propeller Place  
Piqua, Ohio 45356-2634 USA  
Phone: (001) 937.778.4379  
Fax: (001) 937.778.4391

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***Compliance/Order Form***

Replacement hubs are offered at a discount for eligible propellers only.  
Required documentation must accompany this Order Form.  
Credit card information or a shop PO number must be provided to bill the balance against.

Aircraft Model: \_\_\_\_\_ Aircraft Registration #: \_\_\_\_\_  
Propeller Model: \_\_\_\_\_ Propeller or Hub S/N: \_\_\_\_\_  
Propeller TSN: \_\_\_\_\_ Propeller TSO: \_\_\_\_\_ Date of Last Overhaul: \_\_\_\_\_

**Owner Information:** (Replacement hubs will ONLY be shipped to a Service Facility.)

Name: \_\_\_\_\_ Phone: \_\_\_\_\_  
Address: \_\_\_\_\_ Fax: \_\_\_\_\_  
\_\_\_\_\_  
E-Mail: \_\_\_\_\_  
City: \_\_\_\_\_ Zip/Postal Code: \_\_\_\_\_  
State: \_\_\_\_\_ Country: \_\_\_\_\_

If **OWNER** will pay balance directly, provide the following information:

Name as shown on credit card: \_\_\_\_\_ Security Code: \_\_\_\_\_  
Credit card number: \_\_\_\_\_ Expiration: \_\_\_\_\_

**Service Facility/Shipping Location:** (Replacement hubs will ONLY be shipped to a Service Facility.)

Company: \_\_\_\_\_ Phone: \_\_\_\_\_  
Contact Name: \_\_\_\_\_ Fax: \_\_\_\_\_  
Address: \_\_\_\_\_ E-Mail: \_\_\_\_\_  
\_\_\_\_\_  
City: \_\_\_\_\_ Zip/Postal Code: \_\_\_\_\_  
State: \_\_\_\_\_ Country: \_\_\_\_\_

If **SERVICE FACILITY** will pay balance, provide PO#: \_\_\_\_\_

*I understand that affected hubs must be permanently retired from service. I further understand that a propeller beyond HC-SL-61-61Y limitations does NOT qualify for discounted purchase. My signature indicates my understanding of these requirements and agreement to follow these requirements.*

Signature: \_\_\_\_\_

Send this Order Form to: (Propellers are not in compliance until this completed form is received.)

Hartzell Product Support  
Fax: (001) 937.778.4391

E-Mail: [warranty@hartzellprop.com](mailto:warranty@hartzellprop.com) or [techsupport@hartzellprop.com](mailto:techsupport@hartzellprop.com)

**NOTE:** This form is available electronically on our website at [www.hartzellprop.com](http://www.hartzellprop.com).

**Hartzell use only - do not write below this line**

Warranty #: \_\_\_\_\_ Authorized By: \_\_\_\_\_  
Hub P/N: \_\_\_\_\_

HARTZELL PROPELLER INC.  
**ALERT SERVICE BULLETIN APPENDIX**  
HC-ASBA-61-297  
Propeller - Hub Inspection

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