

# ALERT SERVICE BULLETIN

HC-ASB-61-292

## Propeller - Blade Clamp Inspection

### 1. Planning Information

#### A. Effectivity

- (1) Aero Commander 500 series aircraft equipped with HC-A2MV(K,R)-2 or HC-A3MV(K,R)-2(A,B) Propellers.

#### B. Concurrent Requirements

- (1) None

#### C. Reason

- (1) There have been several instances of cracked clamps. Cracks originate from the inboard clamp radius and progress to the clamping screw.
- (2) The cracked clamps have been found only on the affected application. All have been identified by sudden grease leakage, during visual inspection in accordance with Alert Service Bulletin HC-ASB-61-255, or during overhaul. No blade separations have occurred.
  - (a) Alert Service Bulletin HC-ASB-61-255 is made obsolete by this bulletin. Alert Service Bulletin HC-ASB-61-255 required all D-6831-( ) clamps, regardless of installation, to be inspected. Service experience has shown that only the above propeller/aircraft combinations are experiencing the failure.
- (3) This Alert Service Bulletin provides an initial and recurring visual inspection to permit continued operation.
- (4) A terminating action for this Alert Service Bulletin is being considered.
- (5) The inspections performed in this Alert Service Bulletin are expected to find cracked clamps before they progress to a blade separation and possible loss of aircraft control.
- (6) Regulatory action is anticipated.

#### D. Description

- (1) This Alert Service Bulletin introduces an initial and recurring visual inspection of the propeller blade clamp.

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E. Compliance

- (1) Initially, perform the visual inspection described in this Service Bulletin as follows:
  - (a) If blade clamp TSN is unknown or greater than 500 hours, perform the initial inspection within 50 hours of operation or 12 calendar months, whichever occurs first, from the effective date of this Alert Service Bulletin.
  - (b) If blade clamp TSN is less than 500 hours, perform the inspection before 550 hours TSN.
- (2) Following the initial inspection, perform the visual inspection described in this Service Bulletin at repetitive intervals not to exceed 100 hours of operation or 12 calendar months, whichever occurs first, from the effective date of this Alert Service Bulletin.

F. Approval

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

G. Manpower

- (1) Man hours required for initial and recurring inspection

<u>Requirement</u>	<u>Man Hours</u>
Spinner Removal	0.5 man hours per propeller
Clamp inspection	1.0 man hours per propeller

H. Weight and Balance

- (1) Not changed.

I. Electrical Load Data

- (1) Not changed.

J. References

- (1) Hartzell Propeller Owner's Manual 168 (61-00-68)

K. Other Publications Affected

- (1) Alert Service Bulletin HC-ASB-61-255 is made obsolete by this bulletin.

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2. Material Information

A. Expendables

- (1) Denatured Alcohol or Acetone

3. Accomplishment Instructions

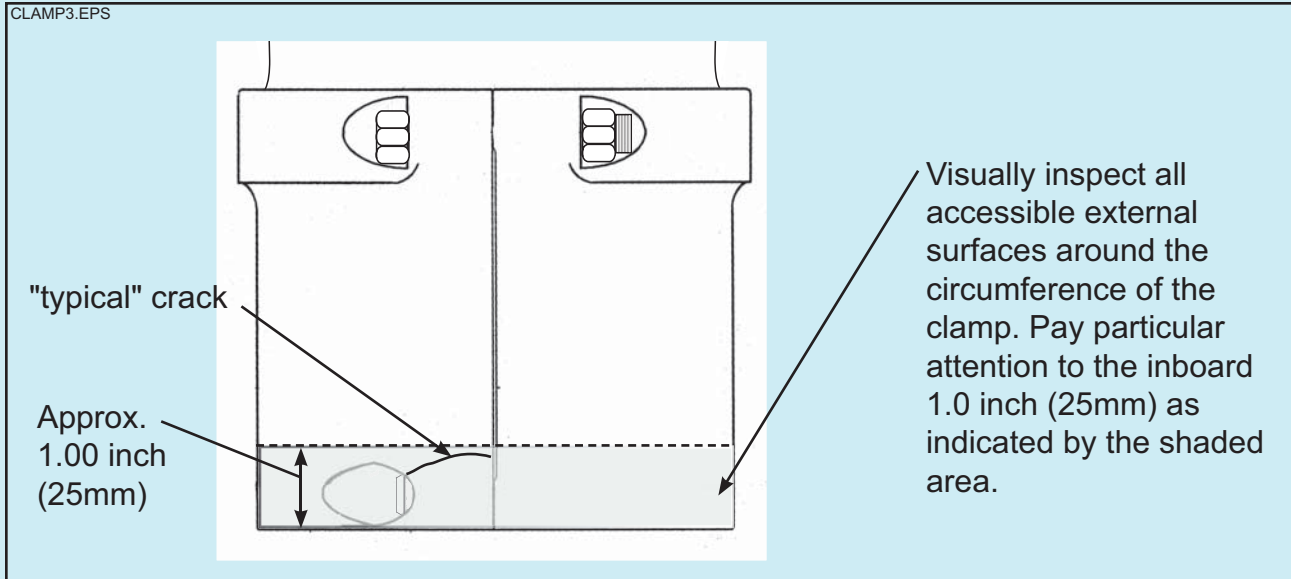
A. Visual Clamp Inspection

- (1) Remove the spinner dome in accordance with Hartzell Propeller Owner's Manual 168 (61-00-68).

**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).

- (2) Before any cleaning, visually inspect the blade clamp for signs of grease. A blade clamp can have traces of grease coming from a crack that would make the crack more readily visible.
- (3) Using denatured alcohol or acetone, remove any grease or other material from the surface that may hinder visual examination of the blade clamps.

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**Blade Clamp Inspection**  
**Figure 1**

- (4) Visually inspect the outer surfaces of each blade clamp for cracks. Refer to Figure 1.
- (5) If a crack is not found during visual inspection of the blade clamp:
  - (a) Reinstall the spinner in accordance with Hartzell Propeller Owner's Manual 168 (61-00-68).
  - (b) Make an entry in the propeller logbook indicating compliance with this Service Bulletin and note when the next clamp inspection is due.

**CAUTION:** DISCONTINUE CLEANING THE CLAMP IF A CRACK IS FOUND.

- (6) If a crack is found during visual inspection of the blade clamp, remove the propeller from the aircraft in accordance with Hartzell Propeller Owner's Manual 168 (61-00-68).
  - (a) Send the propeller to an appropriately licensed propeller repair facility.
  - (b) Contact Hartzell Product Support to document the inspection results.