

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

February 12, 2016

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
- Revision 4, dated Feb 12/16

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.

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

Revision 4 of the Alert Service Bulletin is issued to change the following in the Alert Service Bulletin:

- Clarify that a propeller hub from an aircraft that is affected by this Alert Service Bulletin is not to be removed and reused on another aircraft application that does not have such inspection requirements as specified in this Alert Service Bulletin
- Reorganization of information in this Alert Service Bulletin for clarity.

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1. Planning Information

A. Effectivity

- (1) Hartzell Propeller Inc. left-hand rotating, aluminum hub compact propellers ()HC-() (2,3)Y(K,R)-2 that have the propeller lubrication holes located on the shoulder of the hub blade socket as shown in View A of Figure 1 are affected by this Alert Service Bulletin.
- (a) The affected propellers are installed on Piper Seneca PA-34-200, Piper Seminole PA-44-180, PA-44-180T, or Beech 76 Duchess aircraft with Lycoming 360 series engines.

NOTE: 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 2.

- (b) During 1983, the propeller lubrication holes were relocated to the hub parting line. Propellers with the lubrication holes located at the hub parting line as shown in View B of Figure 1 are not affected by this Alert Service Bulletin.

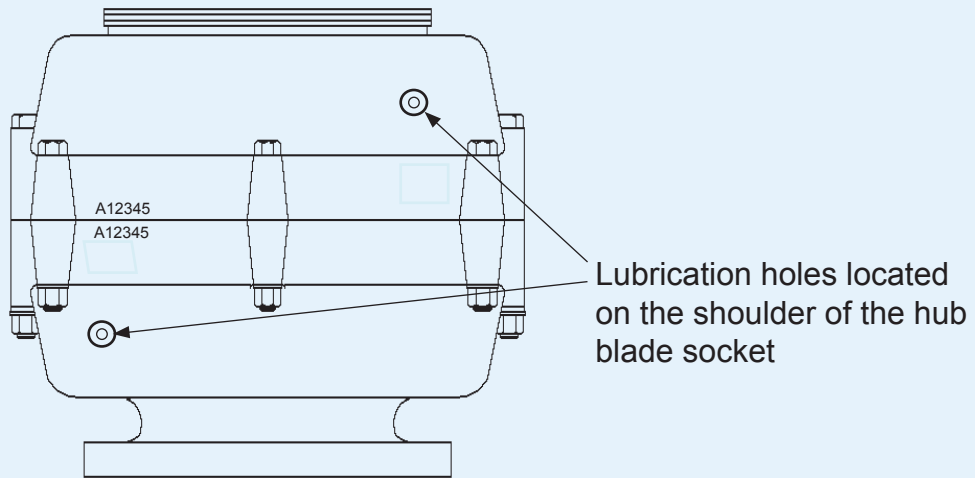
- 1 Propellers with a suffix letter "A" or "B" at the end of the hub and propeller serial number were manufactured with the lubrication holes located at the hub parting line. These propellers are not affected by this Alert Service Bulletin.
- 2 Propellers that have the lubrication holes located at the hub parting line, but no suffix letter after the serial number are not affected by this Alert Service Bulletin.

NOTE: A two-blade ()HC-()2Y(K,R)-() propeller with no suffix letter after the serial number and the lubrication holes located at the hub parting line is affected by Hartzell Propeller Inc. Service Bulletin HC-SB-61-269 and AD 2009-22-03 (supersedes AD 2006-18-15).

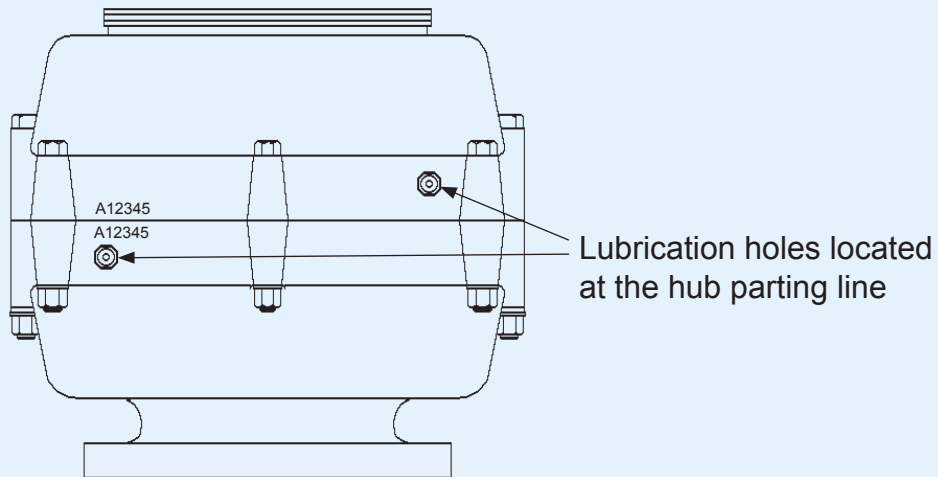
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View A: Location of the lubrication holes before 1983
(This propeller is affected by this Alert Service Bulletin)



View B: Location of the lubrication holes after 1983
(This propeller is not affected by this Alert Service Bulletin)

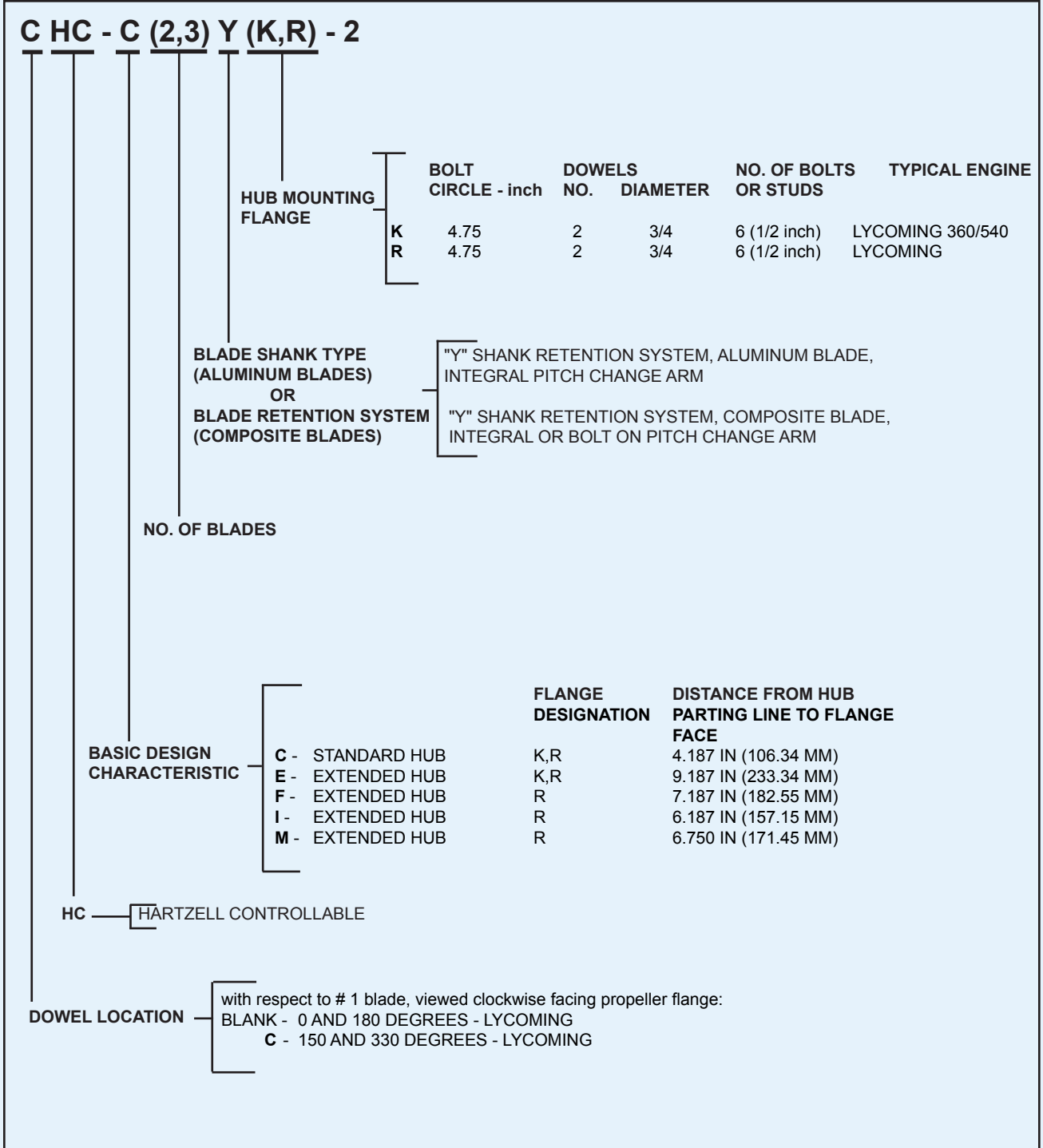
Location of the Lubrication Holes
Figure 1

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Model Designations for Aluminum Hub, Reciprocating Engine Propellers
Figure 2

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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) Hartzell Propeller Inc. aluminum hub compact propellers ()HC-()2Y(K,R)-() affected by this Alert Service Bulletin must also comply with the inspection requirements specified in Hartzell Propeller Inc. Service Bulletin HC-SB-61-269 and AD 2009-22-03 (supersedes AD 2006-18-15).
 - (a) Hartzell Propeller Inc. 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.
 - 1 This is a separate inspection and must be performed in addition to the requirements specified in this Alert Service Bulletin.
- (2) 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.

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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 REFER TO HARTZELL PROPELLER INC. 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.
 - (a) The lubrication holes on the left-hand rotating propeller experience additional stresses not experienced in the lubrication holes on the right-hand rotating propeller.
- (2) There have been numerous occurrences of hub cracks starting from the lubrication holes on the shoulder of the hub blade socket on left-hand rotating propellers, including incidents of in-flight blade separation on some affected propellers.
- (3) Hub cracks have been discovered during inspections related to abnormal vibration or grease leakage. Cracks typically start in the area around the lubrication holes and increase in size. If the crack reaches the blade socket, the growth of the crack 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.
- (4) This Alert Service Bulletin requires an initial and repetitive eddy current inspection of the area around the lubrication holes on the affected propellers.

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.

- (5) Airworthiness Directive 2008-13-28 was issued to address this subject.

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D. Description

- (1) This Alert Service Bulletin provides Instructions for Continued Airworthiness (ICA).
- (2) This Alert Service Bulletin requires an initial and repetitive eddy current inspection of the area around the lubrication holes on the shoulder of the hub blade socket on the affected propellers.
- (3) This Alert Service Bulletin provides instructions for replacing the hub in an affected propeller with a new or serviceable hub that has an "A" or "B" serial number suffix as an optional terminating action for the inspection requirements in this Alert Service Bulletin and AD 2008-13-28.
 - (a) Installation of a new or serviceable hub that has an "A" or "B" serial number suffix is also terminating action for the repetitive inspections required in Hartzell Propeller Inc. Service Bulletin HC-SB-61-269 and AD 2009-22-03 (supersedes AD 2006-18-15).
- (4) Revision 3 of this Alert Service Bulletin added instructions for converting hubs without a serial number suffix, or hubs that have been stamped with an "E" serial number suffix to the oil filled configuration as an optional terminating action for this Alert Service Bulletin.

E. Compliance

- (1) Initial Inspection - Within 50 flight hours or 12 calendar months, whichever occurs first, from September 17, 2007, the date of the original issue of this Alert Service Bulletin, perform the Eddy Current Hub Inspection in accordance with the Accomplishment Instructions in this Alert Service Bulletin.
- (2) Repetitive Inspection - After the initial inspection, perform the Eddy Current Hub Inspection in accordance with the Accomplishment Instructions in this Alert Service Bulletin at repetitive intervals not to exceed 50 flight hours or 12 calendar months, whichever occurs first.

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

CAUTION 2: A PROPELLER HUB FROM AN AIRCRAFT THAT IS AFFECTED BY THIS SERVICE BULLETIN IS NOT TO BE REMOVED AND INSTALLED ON ANOTHER AIRCRAFT APPLICATION THAT DOES NOT REQUIRE THE REPETITIVE EDDY CURRENT INSPECTIONS SPECIFIED IN THIS ALERT SERVICE BULLETIN.

(3) Optional Terminating Action

- (a) Replacement of the hub in an affected propeller with a new or serviceable hub that has an "A" or "B" serial number suffix is an optional terminating action for this Alert Service Bulletin when the hub replacement is performed in accordance with the Accomplishment Instructions in this Alert Service Bulletin.

NOTE: Installation of a new or serviceable hub that has an "A" or "B" serial number suffix is also terminating action for the repetitive inspections required in Hartzell Propeller Inc. Service Bulletin HC-SB-61-269 and AD 2009-22-03 (supersedes AD 2006-18-15).

- 1 Hubs with a "B" serial number suffix 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.

a Refer to the Material Information section of this Alert Service Bulletin for part number information.

- (b) Modifying an affected propeller to the oil-filled configuration is an optional terminating action for this Alert Service Bulletin when the modification is performed in accordance with the Accomplishment Instructions in this Alert Service Bulletin.

- 1 A propeller that has been modified to the oil-filled configuration in accordance with this Alert Service Bulletin must not be installed on any other aircraft application, including experimental.

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F. Approval

- (1) Alert Service Bulletin HC-ASB-61-297, Revision 4 is approved by the Manager, FAA, Chicago Aircraft Certification Office, ACE 115C, by approval document dated February 09, 2016, 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) Revision 3 to this Alert Service Bulletin added 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)

- (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.

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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 Propeller Inc. Service Bulletin HC-SB-61-269
- Available on the Hartzell Propeller Inc. website at www.hartzellprop.com
- (2) Hartzell Propeller Inc. Service Letter HC-SL-61-165
- Available on the Hartzell Propeller Inc. website at www.hartzellprop.com
- (3) Hartzell Propeller Inc. Standard Practices Manual 202A (61-01-02)
- (4) Hartzell Propeller Inc. Propeller Owner's Manual and Logbook 115N (61-00-15)
"Compact" Models with Aluminum Blades
- Available on the Hartzell Propeller Inc. website at www.hartzellprop.com
- (5) Hartzell Propeller Inc. Compact Constant Speed and Feathering Propeller Overhaul and Maintenance Manual 117D (61-10-17)
- (6) Hartzell Propeller Inc. Metal Spinner Maintenance Manual 127 (61-16-27)
- Available on the Hartzell Propeller Inc. website at www.hartzellprop.com
- (7) Hartzell Propeller Inc. Propeller Owner's Manual and Logbook 145 (61-00-45)
"Compact" and "Lightweight Compact" Models with Composite Blades
- Available on the Hartzell Propeller Inc. website at www.hartzellprop.com
- (8) Hartzell Propeller Inc. Service Letter HC-SL-61-273
- (9) Airworthiness Directive 2006-18-15
- (10) Airworthiness Directive 2008-13-28
- (11) Airworthiness Directive 2009-22-03

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K. Other Publications Affected

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

2. Material Information

A. Parts Required

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

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

<u>Hub to be Replaced</u>	<u>Replacement Hub</u>	<u>Description</u>
D-2201-2	D-6522-1	PCP: Hub Unit, HC-C2Y(K,R)-(2,4)
D-4214-5	D-6558-2	PCP: Hub Unit, HC-M2YR-(2,4)
D-3251-2	E-7172-11	PCP: Hub Unit, HC-C3YR-(2,4)

- (2) Refer to Hartzell Propeller Inc. 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.
 - (a) Refer to the Eddy Current Inspection chapter of Hartzell Propeller Inc. Standard Practices Manual 202A (61-01-02) for details.

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

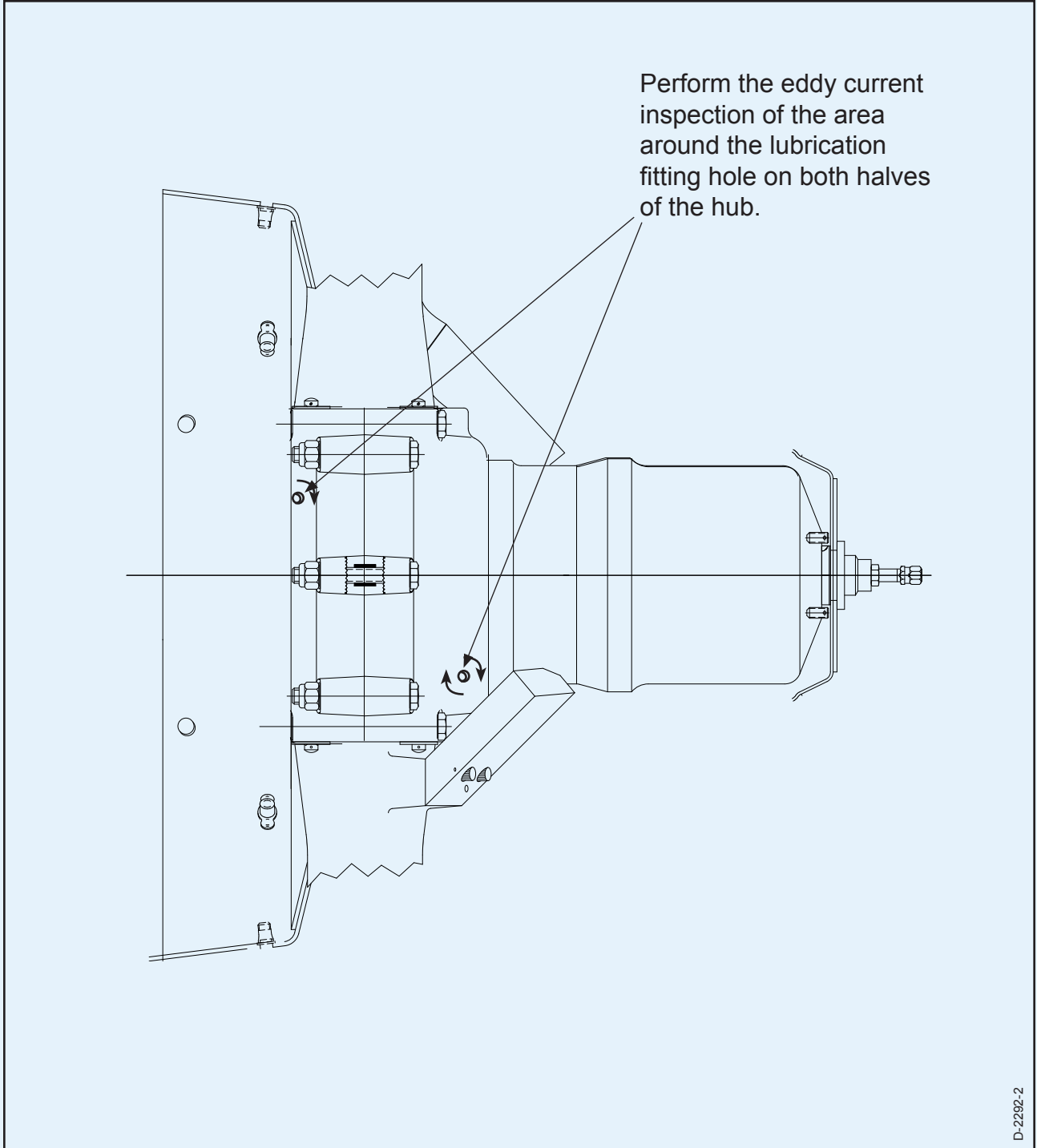
- (1) Refer to Hartzell Propeller Inc. Service Letter HC-SL-61-273 for a complete list of requirements.

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D-22892-2

Lubrication Hole Inspection

Figure 3

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3. Accomplishment Instructions

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

A. Eddy Current Hub Inspection - Performed On-wing

- (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 performed by a certified propeller repair station with the appropriate rating or certificated personnel with an eddy current qualification in accordance with the Eddy Current Inspection chapter of Hartzell Propeller Inc. Standard Practices Manual 202A (61-01-02), Volume 2.
- (3) Remove the spinner dome in accordance with the applicable Hartzell Propeller Inc. owner's manual.

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

- (4) Before any cleaning, visually examine the hub for cracks in the area around the lubrication holes. Refer to Figure 3.
 - (a) A cracked hub may have traces of grease visible at the location of the crack.
- (5) Clean the surface of the hub in accordance with the Cleaning chapter of Hartzell Propeller Inc. Standard Practices Manual 202A (61-01-02), Volume 1 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.

- (6) Perform the Aluminum Hub Lubrication Fitting Hole Inspection in accordance with the Eddy Current Inspection chapter of Hartzell Propeller Inc. Standard Practices Manual 202A (61-01-02), Volume 2.
- (7) If a crack indication is found, hub replacement is required before further flight. Report any findings of a cracked hub to the Hartzell Propeller Inc. Propeller Product Support Department.
 - (a) A hub that is removed from an affected propeller because of a crack indication must be retired from service in accordance with the Part Retirement Procedures chapter in Hartzell Propeller Inc. Standard Practices Manual 202A (61-01-02), Volume 6.

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(8) If no crack indications are found, 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.

(a) If the hub has been previously stamped with the letter "E", go to step 3.A.(9).

(b) Using a metal impression stamp (0.125 inch [3.175 mm]) with round bottom characters, stamp the letter "E" at the end of the propeller serial number.

1 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.

(9) Reinstall the spinner dome in accordance with the applicable Hartzell Propeller Inc. owner's manual.

(10) Make an entry in the propeller logbook indicating compliance with the Eddy Current Hub Inspection requirement of this Alert Service Bulletin.

(a) Include the time/date for the next required inspection.

B. Eddy Current Hub Inspection - Performed at Propeller Major Disassembly

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

(1) This inspection must be performed by a certified propeller repair station with the appropriate rating or certificated personnel with an eddy current qualification in accordance with the Eddy Current Inspection chapter of Hartzell Propeller Inc. Standard Practices Manual 202A (61-01-02), Volume 2.

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

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

(a) A hub that is removed from an affected propeller because of a crack indication must be retired from service in accordance with the Part Retirement Procedures chapter in Hartzell Propeller Inc. Standard Practices Manual 202A (61-01-02), Volume 6.

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- (4) If no crack indications are found, 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.
 - (a) If the hub has been previously stamped with the letter "E", go to step 3.B.(5).
 - (b) Using a metal impression stamp (0.125 inch [3.175 mm]) with round bottom characters, stamp the letter "E" at the end of the propeller serial number.
 - 1 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.
- (5) Make an entry in the propeller logbook indicating compliance with the Eddy Current Hub Inspection requirement of this Alert Service Bulletin.
 - (a) Include the time/date for the next required inspection.

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C. Optional Hub Replacement

- (1) Hub replacement must be performed by a certified propeller repair station with the appropriate rating.
- (2) Remove the affected hub in accordance with Hartzell Propeller Inc. Compact Constant Speed and Feathering Propeller Overhaul and Maintenance Manual 117D (61-10-17).
 - (a) A hub that is removed from an affected propeller because of a crack indication must be retired from service in accordance with the Part Retirement Procedures chapter in Hartzell Propeller Inc. Standard Practices Manual 202A (61-01-02), Volume 6.
 - (b) A hub that is removed from an affected propeller that does not have a crack indication may be reused, but only on an aircraft application that requires the repetitive eddy current inspections specified in this Alert Service Bulletin.
- (3) Install a new or serviceable hub that has an "A" or "B" serial number suffix in accordance with Hartzell Propeller Inc. Compact Constant Speed and Feathering Propeller Overhaul and Maintenance Manual 117D (61-10-17).
 - (a) Installation of a hub with a "B" serial number suffix on an affected propeller requires spinner bulkhead modification or replacement in accordance with the Repair and Modification chapter of Hartzell Propeller Inc. Metal Spinner Maintenance Manual 127 (61-16-27).
 - (b) For applications using non-Hartzell Propeller Inc. spinner assemblies, contact the applicable Type Certificate holder for repair instructions.
- (4) Make an entry in the propeller logbook indicating the hub replacement as compliance with the terminating action for this Alert Service Bulletin and AD 2008-13-28.
 - (a) For affected ()HC-()2Y(K,R)-() propellers, make an additional propeller logbook entry indicating the hub replacement as compliance with the terminating action for Hartzell Propeller Inc. Service Bulletin HC-SB-61-269 and AD 2009-22-03 (supersedes AD 2006-18-15).

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D. 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.
- (2) This procedure must be performed by a certified propeller repair station with the appropriate rating.
- (3) Modify the propeller hub to the oil-filled configuration in accordance with Hartzell Propeller Inc. Service Letter HC-SL-61-273.
 - (a) A propeller that has been modified to the oil-filled configuration, must not be restored to the grease lubricated configuration.
- (4) Make an entry in the propeller logbook indicating modification of the propeller to the oil-filled configuration as compliance with the terminating action for this Alert Service Bulletin and AD 2008-13-28.
 - (a) For affected ()HC-()2Y(K,R)-() propellers, make an additional propeller logbook entry indicating modification of the propeller to the oil-filled configuration as compliance with the terminating action for Hartzell Propeller Inc. Service Bulletin HC-SB-61-269 and AD 2009-22-03 (supersedes AD 2006-18-15).

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E. 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.

F. Contact Information

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